January 7th–13th, 1988, No. 1 75¢

THE Fisherman

Long Island, Metropolitan New York Edition

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ISLIP NY 11751

New York National Boat Show January 7th-17th

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OPEN LATE EVERY NIGHT

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WORLD'S LARGEST GUN & TACKLE DEALER

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While at the N.Y. Boat Show, stop and say "Hello!"

1.) Capt. Bob Rocchetta from Sabre Rods
2.) Capt. Sig and Frank Signorelli from Daiwa Rods and Reels

ALL CONTENDER RODS
Take an extra **15% OFF**

SPERRY TOPSIDERS
10 POPULAR MODELS IN STOCK
Discounted an extra **20% OFF**

GIANT TUNA AND SHARK FISHERMAN
LEE'S TACKLE NEW SWIVEL ROD HOLDER
$89.99

ALL **Jinkai** FISHING LINE
Take an extra **20% OFF**

FLAMBEAU TACKLE BOXES
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ALL RELIABLE AND AFTCO
GAFFS
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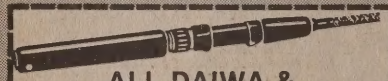


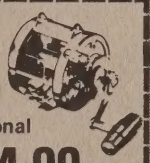
ALL DAIWA & SHAKESPEARE RODS
3000 TO CHOOSE FROM
Take an extra **15% OFF**

BUY ONE GET ONE **FREE**
BUY ONE OF OUR **EDELMAN'S CUSTOM RODS**
AND GET ONE EQUAL VALUE FREE!

FIN-NOR RODS AND REELS
Take an extra **15% OFF**

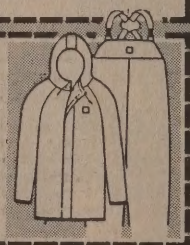
LEAD SINKERS
ALL SIZES
5¢
PER UNIT WEIGHT

ALL STAND-UP SABRE FIGHTING RODS
Take an extra **20% OFF**



PENN REELS
Penn 80 International
$334.99

HELLY-HANSEN PVC RAINWEAR
New LIGHT WEIGHT SUIT
Colors: Orange, Green
Sizes: S, M, L, XL
$49.99



LEE'S BIG GAME FIGHTING CHAIR
$2,699.99

LEE'S TACKLE
LARGE FIBERGLASS SEAT!
TEAK BACK ALUM. FOOT REST WITH STRIKE ROD HOLDERS.
DECK PLATE & FREIGHT

The Jinkai Challenge!

At our booth, test any other fishing line, diameter for diameter, against Jinkai!
See for yourself - Jinkai has the most strength for any given line diameter!
Also - see how good your knots are! Test'em on our tensil strength machine!

OUR PRICE POLICY: *Edelman's will gladly beat any current advertised price in this Fisherman. Prices good as quantities last ★ Ad good thru next Tues. ★ Prices good with this ad only!*

OPEN WEEKDAYS 9:30-9:30 P.M.; SAT. 9:30-8 P.M., SUN. 11 A.M.-5P.M.

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GWB - West off at Totawa - Little Falls Exit 46 West ½ miles
LINCOLN TUNNEL - RT. 3 West to RT. 46 West 7 miles
VERRAZANO BRIDGE - Parkway North exit 153B 46 West 7 miles

SWITLIK — A Family Tradition of Excellence

Since 1920 and for three generations, The Switlik Family has designed and manufactured Safety and Survival Equipment. The advanced design of our Marine Life Rafts helped build our Tradition of Excellence.

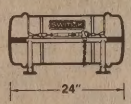
LIFE RAFTS

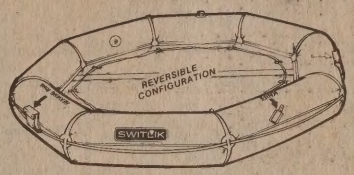
. . . . Crafted With Pride In The U.S.A.

RESCUE PLATFORM™

The Rescue Platform is an affordable way to provide emergency flotation for up to 10 adults. It s compact fiberglass container or soft valise allow it to be carried aboard even the smallest vessel. American Power Boat Association (APBA) approved.

- Capacity: 10 persons
- Buoyancy: 130 lbs./person
- Floor Area: 3.75 sq. ft./person
- Container Size: 24" × 13" × 10"

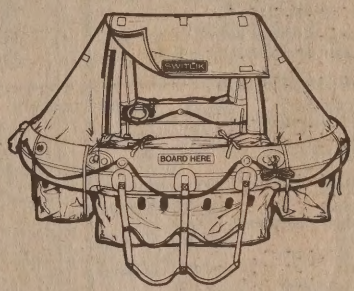




COASTAL LIFE RAFTS

The advanced design of our Coastal Life Raft makes it the only single tube raft which meets the Offshore Racing Council's (ORC) requirements. This design features a furlable canopy, a "sailaway" configuration, and the largest occupant area of any raft in this class.

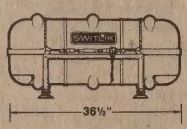
- Capacity: 4 & 6 persons
- Buoyancy: 240 lbs./person
- Floor area: 4.0 sq. ft./person
- Container Size: 31" × 21" × 10"

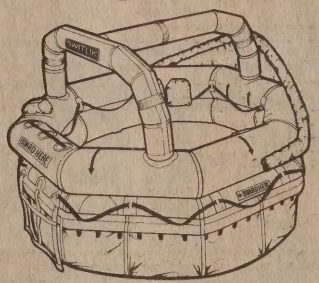


SEARCH & RESCUE LIFE RAFTS

The Search & Rescue Life Raft configuration was designed for and is used extensively aboard U. S. Coast Guard vessels and aircraft. It s furlable canopy allows easy boarding from higher freeboard vessels. The Toroidal Stability Device (TSD) and extended range survival kit are standard.

- Capacity: 6 & 8 persons
- Buoyancy: 250 lbs./person
- Floor Area: 3.6 sq. ft./person
- Container Size: 36.5" × 23.5" × 13.5" (6 person)

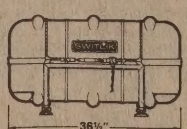


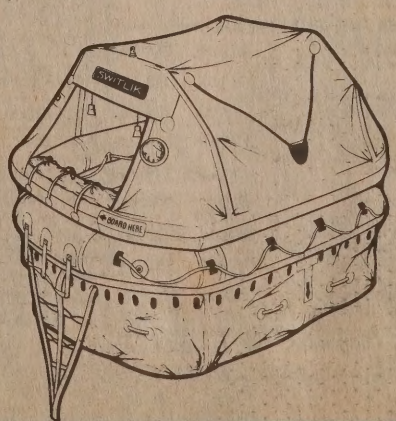


U.S.C.G. APPROVED LIFE RAFTS

There is no better life raft available than one approved by the United States Coast Guard for use aboard inspected vessels. Ours are now available for private vessels and feature the Coast Guard approved Toroidal Stability Device. (4, 6, 8, & 10 person capacities)

- Capacity: 4, 6, 8, 10, 15, 20, & 25 persons
- Buoyancy: 217 lbs./person
- Floor Area: 4.0 sq. ft./person
- Container Size: 36.5" × 23.5" × 17" (6 person)





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Quantities Limited

LORANS	LIST	SALE
APELCO DXL-6000MKII *NEW, full function, low cost*	*995.00*	499.95
APELCO DXL-6100 *5 line display, 100 way pt.*	*1245.00*	699.95
APELCO DXL-6600 *Elec. chart dis., 100 way pt.*	*1495.00*	849.95
DATAMARINE "Dart" *Compact, low cost 100 way pt.*	*995.00*	629.95
KING 8002 *4 line display, 99 way pt.*	*999.00*	649.95
NORTHSTAR 800 *Easy-to-use, 120 way pt.*	*2395.00*	1724.95
NORTHSTAR 800X *Popular, full funct., 120 way pt.*	*2595.00*	1874.95
RAY JEFF L-999 *Tri-screen, low cost, 99 way pt.*	*1099.95*	499.95
SI-TEX EZ-97 *Compact, reliable, 60 way pt.*	*995.00*	629.95
SI-TEX 790 *Multi-line display, 99 way pt.*	*1195.00*	749.95

NOTE. FREE Loran Antenna with ALL Lorans, PLUS 50% OFF Sale Priced Mounting Bases

MARINE CB RADIOS

CYBERNET CTX40+4 *40 ch., plus 4 VHF weather*	*265.00*	159.95
MAXXIMA CB40 *40 ch., compact, weatherized*	*120.00*	69.95

MARINE VHF RADIOS

APELCO VXL-5100 *NEW, ultra compact, all-channel*	*319.00*	189.95
RAY JEFF 5000M *59 ch., compact, low cost*	*399.95*	159.95
RAY JEFF 7878M *85 ch., multi-scan, keypad*	*499.95*	199.95
STAN HOR "Explorer II" *55 ch., easy-to-use, compact*	*319.00*	179.95

NOTE. 6db Antenna & Nylon Ratchet Mount with ALL above VHF Radios Only $9.95

HANDHELD VHF MARINE RADIOS

APELCO "Clipper Jr" *4 watt, multi-scan, 91 ch.*	*469.00*	249.95
CYBERNET CTX-2090 *3 watt, multi-scan, 89 ch.*	*595.00*	279.95
RAY JEFF 789 *3 watt, 78 ch., low cost*	*399.95*	159.95
RAY JEFF 987 *NEW, 5 watt, multi-scan*	*499.95*	219.95
STAN HOR HX-0205 *NEW, 3 watt, low cost*	*309.00*	159.95
STAN HOR "Handphone 6 *6 watt, multi-scan, all-ch.*	*639.00*	349.95

MARINE VHF RADIOS

APELCO VXL-7100 *NEW, 91 ch., multi-scan*	*489.00*	289.95
APELCO VXL-9000 *91 ch., scan, memory, PA*	*589.00*	339.95
CYBERNET CTX-2055 *89 ch., scan, built-in hailer*	*449.00*	279.95
ICOM M100 *all-ch. multi-scan, weatherized*	*899.00*	499.95
KING VHF-7001 *NEW, all-channel, multi-scan*	*499.00*	289.95
STAN HOR "Galaxy" *NEW, all-U.S. ch., compact*	*469.00*	279.95
STAN HOR "Titan" (Plus) *NEW, all-ch., ultra-compact*	*569.00*	329.95
STAN HOR "Voyager" *55 ch., multi-scan, loud hailer*	*519.00*	299.95
STAN "International" *all-ch., commercial model*	*749.00*	499.95

NOTE: FREE 6db Antenna & Nylon Ratchet Mt. with ALL above VHF Radios. $66.00 retail value

FIREBOY HALON SYSTEMS

15CG	75 cu. ft.	*164.00*	89.95
35CG	200 cu. ft.	*230.00*	129.95
70CG	350 cu. ft.	*339.00*	189.95
100CG	500 cu. ft.	*394.00*	219.95
150CG	750 cu. ft.	*580.00*	329.95
200CG	1000 cu. ft.	*635.00*	369.95

RADAR	LIST	SALE
APELCO LDR-9900 *8 mile, LCD, ultra-compact*	*1395.00*	789.95
APELCO LDR-9910 *NEW, 8 mile, Loran interface*	*1595.00*	1279.95
MARS "Vigil" RM-1 *16 mile, modular, raster scan*	*2395.00*	1799.95
MARS "Vigil" RX-1 *24 mile, modular, raster scan*	*3095.00*	2299.95
RAY JEFF M-12 *12 mile, compact, raster scan*	*2195.00*	1399.95
RAY JEFF M-12C *NEW, 12 mile, color*	*2795.00*	1899.95
SI-TEX T-100 *16 mile, bright scan*	*2395.00*	1789.95

MARINE POWER HAILERS

APELCO HXL-1000 *20 watt, multi-mode, intercom*	*349.00*	209.95
CYBERNET CTX-1000 *25 watt, multi-mode, intercom*	*395.00*	239.95
RAY JEFF 314 *30 watt, multi-mode, intercom*	*229.95*	119.95

VIDEO SOUNDERS

APELCO XVC-8000 *6" color with speed & temp*	*1195.00*	679.95
APELCO XVA-70 *NEW, 6" amber display, alarms*	*699.00*	389.95
HUMMINBIRD CVR-1000 *NEW, 6" color, total auto*	*1298.00*	649.95
KODEN CVS-102 *NEW, 6" color, dual beam*	*1250.00*	749.95
KODEN CVS-801 *NEW, 8" color, brz. thru-hull*	*1795.00*	1449.95
KODEN CVS-802 *NEW, 8" color, 2 freq. thru-hull*	*1995.00*	1599.95
RAY JEFF "Telescan" 480 *6" bl. & wh., low cost*	*599.95*	289.95
RAY JEFF "Telescan" 880 *6" color, multi-function*	*899.95*	429.95
RAY JEFF "Telescan" 2000 *6" color with speed & temp*	*1199.95*	579.95
RAYTHEON V-700 *7" bl. & wh., 2 freq. x-ducer*	*1165.00*	699.95
RAYTHEON V-800 *8" color, brz. thru-hull*	*1550.00*	999.95
SI-TEX HE-705 *10" color, brz. thru-hull*	*1995.00*	1299.95
SI-TEX HE-708 *6" color, full funct. & temp*	*895.00*	569.95

NOTE: All above include Transom Mt. X-ducer, except as noted. Thru-Hull Mt. X-ducer optional

DEPTH FLASHERS

APELCO "Ranger" 90 *3 ranges to 90' alarm*	*199.00*	109.95
APELCO "Ranger" 360 *Dual range to 360' alarm*	*199.00*	109.95
APELCO FXL-400 *Combo. color flash & digital*	*379.00*	199.95
HUMMINBIRD "Super 60" *NEW, waterproof, high tech*	*218.00*	109.95
RAY JEFF 514 *Dual scale to 120', alarm*	*219.95*	89.95
SI-TEX FL-7 *5 ranges to 480', alarm*	*269.00*	179.95
SI-TEX FL-5 *3 color, 10 range, alarm*	*399.00*	249.95

NOTE. All above include Transom Mt. X-ducer. Optional Thru-Hull Mt. X-ducer Available.

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FREEPORT, N.Y. (516) 379-2610

Located 1 mile west of Meadowbrook Parkway on Merrick Road in Freeport
Ample free parking in rear
Prices and descriptions subject to change without notice

LCD GRAPH RECORDERS	LIST	SALE
APELCO XCD-240 *5 range, 4" LCD with digital*	*309.00*	179.95
APELCO LCX-480 *5 range, LCD, temp & speed*	*649.00*	299.95
APELCO XCD-600 *LCD graph & paper combo.*	*909.00*	479.95
HUMMINBIRD LCR4000 *NEW, 4 range, high tech*	*398.00*	199.95
HUMMINBIRD LCR4004D *NEW, 5 range, deepwater*	*538.00*	269.95
HUMMINBIRD LCR4-ID *NEW, 4 range to 120', red dot*	*658.00*	329.95
HUMMINBIRD LCR40-ID *NEW, 7 range to 480', red dot*	*798.00*	399.95
HUMMINBIRD LCR 4 x 6 *NEW, 6 range, big screen*	*998.00*	499.95
RAY JEFF LCR-600 *5 range with speed & temp*	*799.95*	399.95

NOTE. All above include Transom Mt. X-ducer. Optional Thru-Hull Mt. X-ducer Available.

DIGITAL DEPTH SOUNDERS

AQUA METER 560 *999' range, high accuracy*	*445.45*	249.95
DATAMARINE LX-201 *200' range, thru-hull x-ducer*	*375.00*	259.95
DATAMARINE DL-2480 *399' range, thru-hull x-ducer*	*495.00*	349.95
DATA "Offshore" 3000 *999' range, thru-hull x-ducer*	*850.00*	589.95
HUMMINBIRD HDR-4001 *NEW, 400' range, in-dash*	*398.00*	199.95
HUMMINBIRD HDR-400G *NEW, 400' range, bracket mt.*	*498.00*	249.95
RAY JEFF 225 *300' range, large LCD*	*299.95*	149.95
RAY JEFF 245 *Depth, speed, temp, alarms*	*399.95*	199.95
SI-TEX DL-2 *400' range, compact, alarm*	*339.00*	219.95
SI-TEX DT-2 *Depth, temp, speed, in-dash*	*359.00*	229.95
STAN HORIZON DS-20 *400' range, bracket mt.*	*299.00*	189.95
STAN HORIZON DS-10 *In-dash, thru-hull x-ducer*	*399.00*	249.95
STAN HORIZON STD-21 *Combo. depth, speed & temp*	*648.00*	399.95

NOTE. All above include Trans. Mt. X-ducer, except as noted. Some available with optional Thru-Hull Transducer.

MARINE TV ANTENNAS

WINEGARD MR-368 *TV/FM ant., 12V/120V power amp*	*178.50*	99.95
TANDY TV ANTENNA *Omni, 12V/120V power amp*	*149.95*	99.95

MARINE STEREOS

CYBERNET CMS-3000 *36 watt, AM/FM cassette*	*549.00*	349.95
CYBERNET CMS-4000 *20 watt per channel AM/FM, cassette*	*699.00*	419.95
CYBERNET CMS-4050 *65 watt per channel amp/equalizer*	*549.00*	349.95
MAXXIMA CSP6550 Pkg. *AM/FM, cassette with speakers*	*179.95*	119.95
MAXXIMA CSP6650 Pkg. *AM/FM, cassette, equalizer, speakers*	*279.95*	189.95
MAXXIMA MM-300 *AM/FM, cassette, 120 watts*	*395.00*	249.95

SEA TEMP INDICATORS

DYTEK 500 *2" flush mt., LCD display*	*199.00*	124.95
DYTEK 1000 *3-3/8" flush mt., LCD display*	*289.00*	174.95
DYTEK "Tracker" 2000C/F *Records Loran TD & temp*	*729.00*	449.95
SI-TEX DT-1 *Flush mt., LCD temp & clock*	*159.00*	109.95

SALE PRICES VALID TILL END OF BOAT SHOW, JANUARY 17,1988

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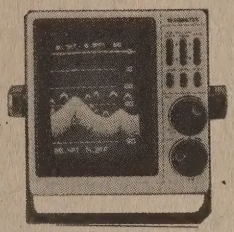
BRING YOU THE LOWEST PRICES AND EXPERT ADVICE FOR ALL YOUR BOATING NEEDS!

You won't believe our Low Prices

X-CELEBRATION E.P.I.R.B.
10 Year Boat Life!
List $300.
Class B, Model #502
$159.95

THE ULTIMATE IN AMBER VIDEOSCOPE MACHINES!
New from **MARINETEK**
Model 8600A
6" Machine
List $589.00
$299.95



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- Large 6" Amber Screen
- Fabulous in strongest sunlight
- Controls easy to use & understand
- Water resistant
- External heat sink for long life
- Easy installation & removal

4" Screen Model Available

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2 YEAR WARRANTY!
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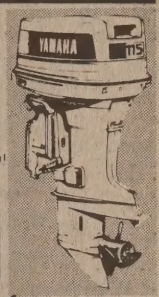
THE ULTIMATE OUTBOARD!
OUTBOARDS by **YAMAHA**



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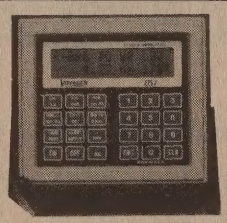
STANDARD "TITAN" V.H.F.

Lowest Prices!
Also the New **STANDARD 'EXPLORER II'**
The lowest price quality V.H.F. presently available!



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...Simply the Way to Navigate!
List $895.
$479.95

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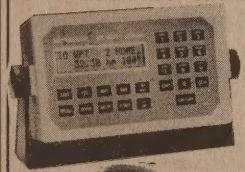
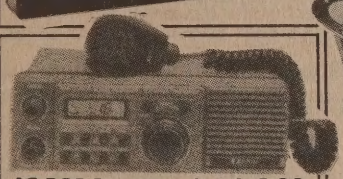
ML-8000 and EXPLORER
WATERPROOF LORANS



We will BEAT any price on these highest quality lorans!



ICOM M-100
Reg. $899.00
$499.00

FIBERGLASS OUTRIGGERS
With Chrome-on-Brass Holders
Poles 1⅛" base, Telescope from 5½' to 15'
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List $179.00
Outriggers Only... **$44.95**

STAINLESS STEEL ROD HOLDERS
All stainless steel construction with vinyl tube liner for rod protection
$12.99

ROPE — CROWE ROPE CO. — TWINE

ANCHOR LINES

3/8" x 100	$12.99
1/2" x 150	$34.99
1/2" x 300	$69.95

SUPER DEALS ON 600' SPOOLS

1/2" x 600	$109.95

GOLDEN BRAID DOCK LINE

1/2" x 25 ft.	$17.99
1/2" x 30 ft.	$18.99
5/8" x 30 ft.	26.99

TWISTED NYLON DOCK LINES

3/8" x 15 ft.	$3.29
1/2" x 20 ft.	$6.29
5/8" x 30 ft.	$12.99

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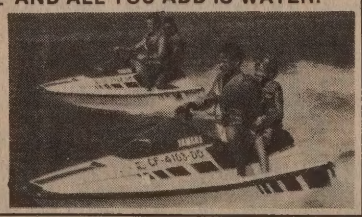

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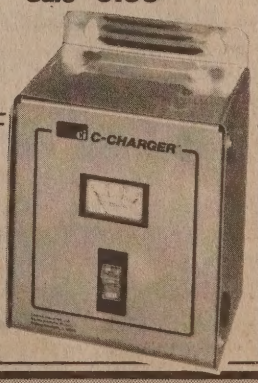

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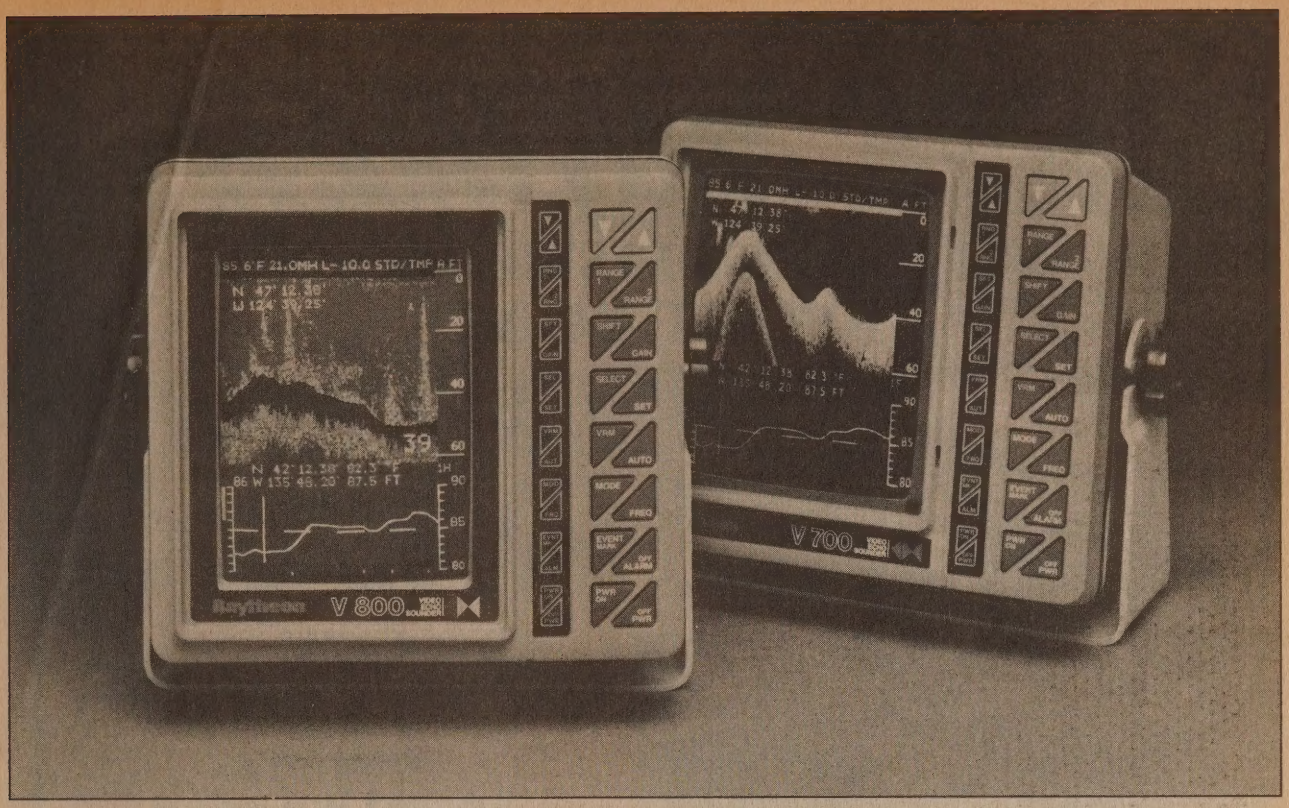

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Unique built-in NAV mode.

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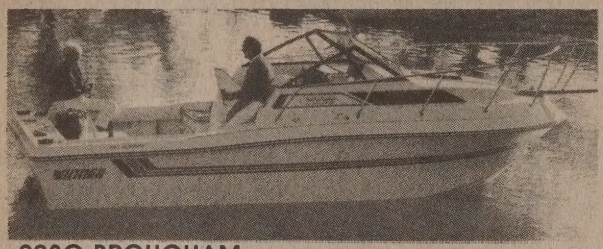

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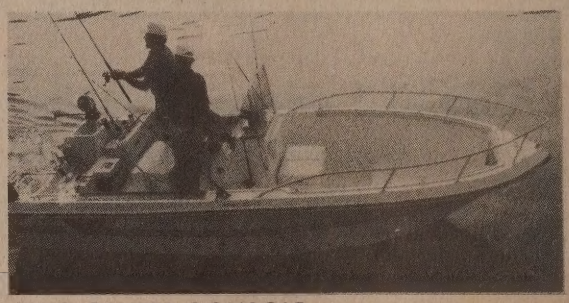

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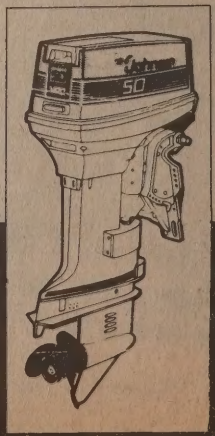


Johnson

THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 23, Number 1 January 7th, 1988

FEATURES:

UPDATE: BEACH ACCESS
by Fred Golofaro 86
PERMIT UPDATE: 1988 STATE PARK REGULATIONS
by William A. Muller 89
YELLOWFIN TUNA MANAGEMENT
by Dick Russell 92
STRIPED BASS & POPULATION DYNAMICS
by William A. Muller 96
BEST SHOW IN N.Y.
by Pete Barrett 98
TBT: THREATENS MARINE ENVIRONMENT
by Brian Frank 100
1988 FISHING BOAT LINEUP
Part One – by John N. Raguso 102
MOTION POTIONS
by Ken Freel 108
ELECTRONICS: RECORDERS
Part One – Al Ristori 110
INBOARD VS. OUTBOARD
by Pete Barrett 114
1987 LOOKING BACK
by Martin Garrell 117
4 MAGIC WORDS
by Matt Ahern 120
CHOLERA BANKS FROST BITE COD
by Russ Wilson 122
TACKLE BOX TRICKS
by Gary Gresh 126
ROD REPAIR: DO IT YOURSELF
by C. Boyd Pfeiffer 128
TRAVEL LOG: GRAY GHOSTS OF CONTENT KEY
by Tom Goodspeed 130
FISHY FASHIONS: WHICH SKIRT FOR YOU?
by Kenny Douton & Tim Coleman 132

DEPARTMENTS:

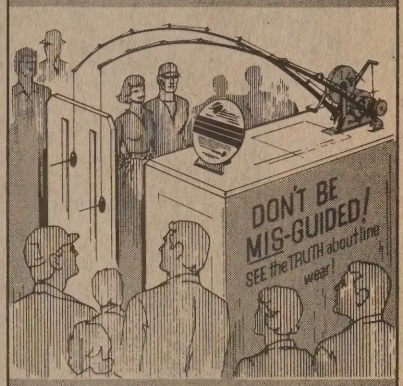
PASS IT ON 12
NEW PRODUCTS 46
BOATS FOR ANGLERS 78
PRODUCT REVIEW 80
THE TACKLE DOCTOR 82
DOCK LINES 84
PHOTO GALLERY 134
FISHING REPORTS 136
HIGH TIDE TABLES 137
THE FISHERMAN'S CLASSIFIED 148

ABOUT THE COVER:

The 78th running of the New York National Boat Show will be berthed at the Jacob Javits Convention Center January 7-17. The latest in hulls, power, electronics and accessories should help steer your thoughts towards next season. On the cover, a 26' Black Watch heads for the bluewater.

DON'T BE "MIS-GUIDED!"

See our Line Tester at the N.Y. Boat Show and learn the truth about guides and line wear! Booth #1058



Your own eyes will show you what your line endures as you fight a powerful fish... how dragging it back and forth over the stationary surfaces of ring guides will fray, weaken and steadily destroy it. Watch how Aftco roller guides carry line smoothly in and out on rollers that turn right with the line to avoid this destructive friction and heat. No wonder top rodmakers put Aftco guides on their finest saltwater rods... no wonder more IGFA world record fish are taken from the seas with Aftco than with any other guides.

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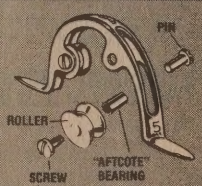

A simple rinsing with fresh water after each use, and guides with "Aftcote" bearings perform perfectly for years. "Aftcote," a dry-film lubricant bonded to the bearings for life, keeps the action silky-smooth, shrugs off saltwater and corrosion, and cannot wash off!

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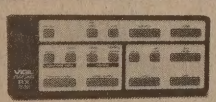

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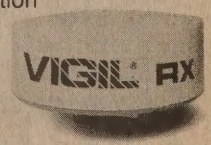

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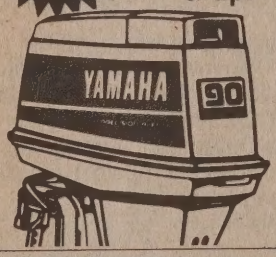

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Pass It On

OPERATION CHRISTMAS TREE

The Long Island Beach Buggy Association will be sponsoring its annual Operation Christmas Tree in cooperation with the Long Island State Park Commission to help build and protect the barrier beaches. Dates will be January 16th and 17th with all participants meeting at Robert Moses Parking Field 4 at 8AM. Refreshments will be served.

For more information, contact LIBBA President Bob Lucchesi at (516) 794-0105.

CORRECTION ON 4X4 ARTICLE IN ISSUE NO. 48

The 1988 Toyota Land Cruiser Wagon can only be ordered with an automatic transmission and the inline six is 4.0 liters with Electronic Fuel Injection and no manual choke.

SPORT FISHING FORUM AND AUCTION SLATED FOR MARCH 6TH

The New York Sport Fishing Federation announces that its 5th annual Sport Fishing Forum and Auction, which will include a mammoth $25,000 tackle, trips and art auction, will take place March 6th at SUNY-Old Westbury. The theme this year, according to Forum Director, Pat McCarthy, will be, "How To Find The Fish," with an emphasis on Marine Electronics.

The Forum is a series of class room workshops and auditorium lectures conducted by nationally and regionally known experts in the field of sport fishing. While the program has not been finalized, those already on board include Newsday's Nick Karas, Rip Cunningham from Salt Water Sportsman, Archie Fields, world-wide lecturer and owner of Rio Colorado Lodge in Costa Rica and Captain Al Lorenzetti, local charter boat captain.

The one-day affair, which will usher in the 1988 Fishing Season, will include a number of exciting exhibits and culminate with a giant auction that will feature tackle (both inshore and offshore), exotic trips, and outdoor art work.

The ticket price remains that same $5 as last year and is unquestionably the biggest educational-entertainment bargain of the year. Tickets may be purchased through the mail by sending your check to the New York Sport Fishing Federation, Box 240, Oakdale, NY 11769.

The Federation, which is a non-profit, volunteer organization, will use all the proceeds from the Forum-Auction to promote sport fishing and to conserve the marine environment right here in the New York Marine District.

BOATING SKILLS COURSE

U.S. Coast Guard Auxiliary Flotilla 11-3 is giving a 15-week Boating Skills and Seamanship course in Howard Beach, Queens at the Old Mill Yacht Club, at 7:30 PM beginning on January 14, 1988. Some of the subjects taught include trailering, boat handling, marine engines, legal requirements, rules of the road and piloting. There will be a charge for books, navigational tools and room fee.

For registration and further information, call FSO-PE Charles Fleckenstein at (718) 497-6893.

SAFE BOATING COURSE

Plum Beach Power Squadron believes that education is the key to preventing boating accidents and will be sponsoring a safe boating course on Tuesdays, beginning January 26, 1988 at Kingsborough Community College in Brooklyn. The instruction is provided without charge. The class will meet in the Science Building, Room S-162, weekly starting at 8PM.

For registration and further information, contact Barry Babich at 1-718-667-5990 or Linda Petrosino at 1-718-946-6978.

BALDWIN ROD AND GUN CLUB SEEKS NEW MEMBERS

The Baldwin Rod and Gun Club is open to new members. Meetings are held at the Baldwin American Legion, 2754 Grand Avenue, Baldwin, New York. Anyone interested in joining the club can call Mike O'Neill, Membership Chairman at (516) 546-1382.

The Baldwin Rod and Gun Club is one of the oldest clubs of its kind on Long Island. Membership is open to all residents of Nassau and Suffolk County, not just Baldwin.

MANHATTAN EXPRESS FERRY

Captain Joe Huckemeyer and Mike Danon of the Helen H out of Sheepshead Bay and the Capt. Lou Fleet out of Freeport have started a Ferry Service from 116th Street in Rockaway to Pier 11 at the foot of Wall Street.

These boats are 108 feet with three big diesels that move comfortably at more than 20 knots. The interiors are mirror images of the LIRR, with fresh coffee and bagels being served.

The running time is an hour, with two morning departures at 6:15AM and 7:15AM, with afternoon returns at 4:30, 5:30 and 6:30.

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HX220 .. $335.00
HX020S .. $169.00
CYBERNET
CTX2090 $369.00
SMR
SL9000G $159.00
SI-TEX
HH-200 .. $269.00
RAY JEFF
789 ..... $159.00
987 ..... $225.00
FURUNO
FM55 ... $275.00

LCD

HUMMINBIRD
3004 ..... $205.00
4000 ..... $209.00
4004D $279.00
4ID $329.00
40ID $399.00
4X6 ..... $499.00
APELCO
XCD240 ..... $165.00
XCD480 ..... $309.00
XCD600 ..... $485.00
LOWRANCE
X30 ..... $355.00
X40 ..... $415.00
X50 ..... $505.00
RAY JEFF
LCD500 .. $259.00
LCR600 $375.00
EAGLE
Z6100 .. $205.00
Z7200 .. $425.00
Z7500 .. $479.00
Z6100P $225.00
ID6300 .. $315.00
ID6300P $335.00
KING
920 .... $ 335.00

VHF RADIOS

CYBERNET
CTX3010 ..... $275.00
CTX2050 ..... $249.00
APELCO
VXL5000 ..... $180.00
VXL5100 ..... $159.00
VXL7100 ..... $239.00
VXL9000 ..... $269.00
SI-TEX
COMPACT 55 ..... $255.00
850 ..... $225.00
880 ..... $265.00
950 ..... CAL FOR QUOTE
960 ..... $199.99
STANDARD
EXPLORER II $165.00
TITAN + ... $295.00
GALAXY $245.00
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MAXI $235.00
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ICOM
M55 ..... $315.00
M100 ..... $495.00
M100C $495.00
M500 ..... CALL FOR QUOTE

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	6 Rolls	12 Rolls	24 Rolls
No. 3000 - 3" - Si-Tex	$30.	$57.	$108.
No. 4000 - 4" - Si-Tex - Mecca - King - Gem - Ray Jeff	$30.	$57.	$108.
No. 4050 - 4" - Lowrance	$30.	$57.	$108.
No. 5000 - 5" Apelco	$36.	$69.	$132.
No. 6000 - 6" King	$39.	$75.	$144.

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Prices are subject to change due to fluctuation of manufacturer's retail price, availability of product and fluctuation of U.S. Dollar. Quantities limited. Not responsible for typographical errors.

For once, commuting is a pleasure. For more information, call (718) 646-0367.

ALL CLUBS CODFISH TOURNEY RESULTS ©

The Squaw Island Fishing Club hosted the 1987 All Clubs Invitational Codfish Tournament. The winners are as follows:

First: Squaw Island Fishing Club Team #1, 268.2; Second: Hudson Anglers Team #1, 84.5; and Third: Tournament Anglers Team #1, 81.2

Heaviest Fish: Bob Karman, Squaw Island Fishing Club, 39 lbs. 8 oz.; Joe Sangster, Hudson Anglers, 26 lbs. 11 oz.; and Lennie Skuza, Squaw Island Fishing Club, 26 lbs. 4 oz.

NAVIGATION AND SAFE BOATING COURSE

The U.S. Coast Guard Auxiliary, Sheepshead Bay Flotilla 11-6 will present a 14-week Navigation and Safe Boating Course beginning on January 14th, in Building 272 at Gateway National Park, Floyd Bennett Field. The class will meet promptly each Thursday evening at 8PM till 10PM.

The course will cover boating skills and seamanship, radiotelephone, weather, marine engines, chart reading and other skills. There will also be lectures and demonstrations on coastal piloting, including Loran C. The course is offered free to everyone. There is a nominal charge to cover the costs of Text Book, Piloting Tools, a chart and other hand-out materials pertaining to the subjects presented.

Upon successful completion of the course, an official certificate will be issued which may entitle the boat owner to a discount on his/her marine insurance.

To reserve your place in this course and for further information, call Career Candidate Officer O. Muller at (718) 339-0026 between 9AM and 5PM, or Public Education Officer A. Goldstein, between 6:30PM and 10PM at (718) 646-7813.

USCG AUXILIARY: WHO TO CONTACT

The men and women of the U.S. Coast Guard Auxiliary are dedicated to promoting boating safety information to the public. This is offered to the public through the Coast Guard Auxiliary Public Education Programs. As well as the Coast Guard Auxiliary Courtesy Marine Examination Program. Look for us in your newspaper, shopping malls and at your local boat ramps. We are out there to serve you in any way that we can. All you need do is ask.

For more information about the services of the Coast Guard Auxiliary and its programs, contact the newly elected Flotilla Commander or Flotilla Vice Commander nearest you.

Division I: Captain Stanley Feldman, 277-5053; Vice Captain John McEachen, 669-2842.

Flotilla 1-1, Babylon/Deer Park:

The best time to catch a Grady-White is early in the season.

Every day you wait to buy a Grady-White is a day you could have been fishing it.

So, the best time to see your Grady-White dealer is today. He has a full line of hand-laid, foam-filled, limited production Grady-Whites that can be ready for that first spring day when the fishing won't wait.

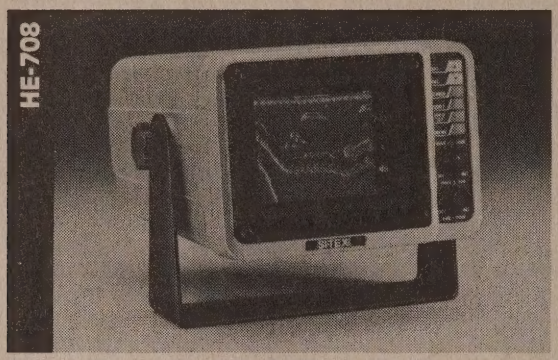
Catch the Grady-White you've always wanted early this season. Because once the fish start moving in, the Grady-Whites start moving fast.

Limited production. State-of-the-art.

GRADY-WHITE BOATS

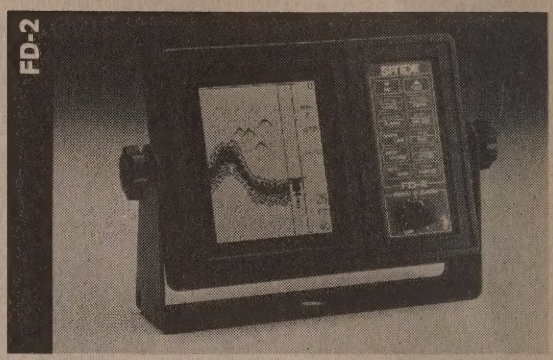
P.O. BOX 1527, GREENVILLE, NC 27835

If marine electronics can do it, there's



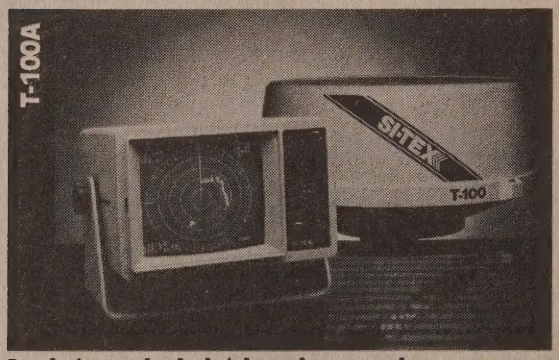
Glare/Guard® eliminates up to 94% of reflective glare.

The major problem in using a video sounder is glare. New Glare/Guard® Lens Filter, optionally available with HE-708, utilizes an optical HEA® (High Efficiency Antireflection) coating to reduce reflective glare up to 94%. A coating very similar to that used to control glare on windows and instruments of NASA's space shuttle. Other features: Seven basic ranges from 0–10′ to 600′ with shift to 1,200′. Zoom, auto range, VRM. Digital readouts of depth, search area, temperature.



A high-resolution LCD depth sounder packed with performance.

With over 20,000 pixels on its 3″ x 3¾″ back-lighted screen, the outstanding clarity and detail of the FD-2 sounder is very near that of a paper chart recorder. And it's packed full of performance features like 12 touch-key depth ranges from 0–20′ down to 0–600′, auto range control, white-line, "zoom" and freeze controls, adjustable audible alarm, eight-picture memory, data memory and much, much more. Built-in simulator helps sharpen your fishfinding skills.



A picture bright by day and positively brilliant by night.

The T-100A is one of the most affordable daylight viewing Rasterscan radars you'll find anywhere. You get simple touch-key range selection of ¼, ½, 1, 2, 4, 8 and 16 N.M. on a nine-inch screen. Three kilowatts of power. Other features include: Variable Range Marker (VRM) for digital-range readouts of selected targets, an Electronic Bearing Line (EBL) for digital readouts of relative target bearings. Plus an infinitely-adjustable guard-zone alarm to warn of intrusions.

Economical VHF/FM Radiotelephones with all-channel scan.

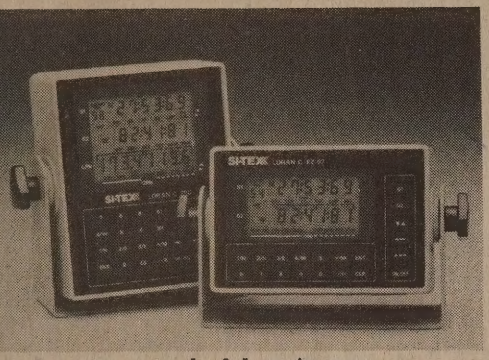
The models 950 and 960 are very economical transceivers built with today's technology. The 950 transmits on 49 channels and receives on 59. The 960 features 55 transmit and 85 receive U.S./INT. channels. Both have nine weather channels. Plus, both feature automatic scan. Scanning at the rate of two channels per second with a hold time of four seconds on active channels, you won't miss any of the action. Selectable HI/LOW (25/1 watt) power. Channel 16 priority.

Quality marine electronic products with top-notch performance and high re

For complete information, write SI-TEX, P.O. Box 6700, Clearwater, FL 34618.

a SI-TEX product that does it!

790 & EZ-97



These Lorans and video tapes make you a navigational wizard.

There's more to being a competent navigational helmsman than just owning the most popular brand of Loran-C receiver in the world. That's why, along with your purchase of a SI-TEX 790 or EZ-97 Loran, we include a comprehensive 30-minute video tape of instructions on how to use the specific model you buy. A tape so informative and complete, you'll be operating your microchip marvel like a wizard in no time.

FL-5

Versatile, three color, ten-range LED depth sounder with audible alarm.

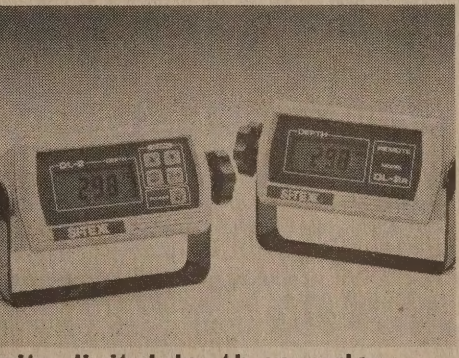
Strong bottom echoes to the FL-5 Colormatic flash red. Medium signals flash orange and weak signals flash green. Ten depth ranges—five in feet, five in fathoms. Ranges on shallow scale are from 0–20' down to 100'. Deep water selection is from 0–20 fa. (120 ft.) down to 100 fa. (600 ft.) Alarm is adjustable over all ranges. Variable sensitivity control. Automatically controlled pulse, sounding, STC. Power output is 50 watts RMS (400 watts P-T-P).

HH-200

All the features you could want in a hand-held portable.

Five big watts of power from the HH-200 give you "loud and clear" voice communications on 85 receive and 54 transmit U.S./INT. channels. Nine weather channels. Big LCD display shows selected channel and transmit mode. Plus there's convenient touch-key channel selection, priority channel 16 and HI/LOW (5/1W) power output. Rapid all-channel scan keeps you in touch with all the action. Includes accessories and 120 VAC wall charger.

DL-2/DL-2R



Dynamite digital depth sounder with alarm and optional remote.

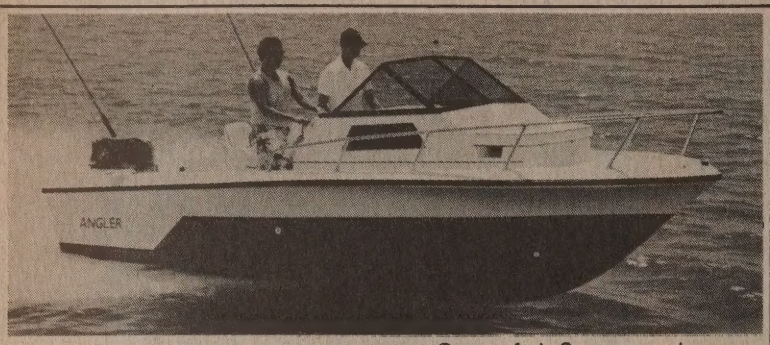
The DL-2 may be small, but its big black LCD numbers tell you the precise bottom depth beneath your boat at a glance. From three to 400 feet in one-foot increments. In less than ten feet of water, display also reads to nearest half foot. Audible shallow-water alarm is adjustable between three and 20 feet. Optional DL-2R Remote can be mounted on the flybridge, in your cabin or anywhere you want the same reliable readout as displayed on the main unit.

lity at a very affordable price.

SI-TEX®

...Leading the way

N.Y. Boat Show SPECIALS!



ANGLER
Walk-Arounds

Graceful & rugged.
Big offshore deep V hulls
that run dry & fast.

Featuring:
- Large cabin with plenty of head room, oversize bunks and abundant storage
- Self bailing cockpit with bait wells, fish box, rod storge and easy access to bow area
- Loaded with standard features for the fisherman and family alike

17'-22' CENTER CONSOLES ALSO AVAIL.
★ FINANCING AVAILABLE ★

5 YR. HULL WARRANTY

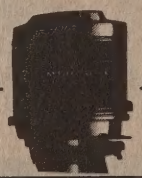
MANATEE BOATS

AFFORDABLE FAMILY FISHING BOATS

Featuring:
- High sided spacious cockpit with Nautolex vinyl deck coverings
- Lounge or pedestal seats
- Cuddy cabins w/forward deck hatch
- A proven superior hull design & construction for a dry, comfortable ride in roughest waters

17' - 21' CUDDYS & BOW RIDERS ALSO AVAIL.
★ FINANCING AVAILABLE ★

All Anglers & Manatees from Ocean Spray Marine come powered by dependable Mercury Outboards!



MERCURY OUTBOARDS

OCEAN SPRAY MARINE
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516-781-9878

Commander Patrick Clifford; Vice Commander Hendrik Venderaa, 957-7776.

Flotilla 1-3, Islip/Brentwood: Commander Jill Ebbitts, 277-2417; Central Islip, Vice Commander Kenneth Pue, 666-3897.

Flotilla 1-4, Lindenhurst: Commander Ronald Hickman, 586-0673; Vice Commander Daniel Shea, 884-2842.

Flotilla 1-5, Bay Shore West Islip, Brightwaters: Commander Gordon Sammis, 666-7463; Vice Commander Donald Healy, 422-3938.

Flotilla 1-6, Copiague/Amityville, Farmingdale: Commander Richard Milman, 226-7478; Vice Commander Arther Boza, 842-3241.

Flotilla 1-7, Sayville/Oakdale, Patchogue/Holtsville, Holbrook: Commander Tomas Raynor, 472-3347; Vice Commander Michael Dantona, 589-7491.

"THE MOORING" JUST KEEPS ROLLING ALONG!

Alma and Bob Telzerow of "The Mooring" in Oceanside happily celebrate another year of selling boats and motors to anglers and "just plain boaters" from their Brower and Moreland Avenue location in Oceanside. The Pro-Line/Evinrude dealership is proud of their full service marine, which serves the area's fishermen from its Parsonage Creek location, about 20 minutes from Jones Inlet. You're invited to drop in and say hello!

JOHNSON RE-ELECTED CO-CHAIRMAN OF ASMFC

Senator Owen H. Johnson (4th S.D., Babylon) was re-elected Co-Chairman of the Legislative Commissioners to the Atlantic States Marine Fisheries Commission (ASMFC) at the Commission's 46th annual meeting held in Key West, Florida. Albert Goetze, Governor's Appointee Commissioner from Maryland, is the Co-Chairman with Senator Johnson.

Senator Johnson has been an ASMFC Commissioner since 1980. ASMFC is a cooperative interstate program that brings together administrators, legislators, governor's appointees and scientists for the purpose of developing fisheries management plans to preserve marine resources from Florida to Maine. ASMFC has established Interstate Fisheries Management Plans for the following species: striped bass, American shad and river herrings, northern shrimp, Atlantic menhaden, northern lobster, scianids (including weakfish, spotted sea trout and red drum), summer flounder and bluefish.

This year's meeting focused on reviewing each plan and discussing the need for updating certain provisions, based on new scientific data that has been collected by each of the Atlantic Coast states. The plans will be updated and press releases will be prepared to inform East Coast fishermen about plan improvements.

Our duals run like clockwork. And counterclockwork.

Expect the same flawless performance from a Yamaha dual outboard installation as you would from any other Yamaha V6.

But expect one important difference: The port side propeller turns counterclockwise. The torque of one engine is counterbalanced by the opposite torque of the other, overcoming the tendency of dual-powered boats to lean and steer to the left. This reduces helmsman fatigue, while improving performance and handling.

Available with 150 or 200-hp V6's, the Yamaha Counter-Rotation System includes a special dual remote control that lets you simultaneously trim both engines with a single switch. A key panel that integrates starting and safety/warning devices for both outboards. And all rigging gear.

This year, a sleeker gearcase and new negative 4° tucked-in trim position add up to awesome acceleration.

Like all Yamaha V6's, these outboards come standard with Precision Blend® oil injection, loop-charging and superior corrosion protection.

See your Yamaha dealer and see for yourself how dual outboards have taken a turn for the better.

YAMAHA
Expect a lot.™

For your nearest dealer call 1-800-447-2882

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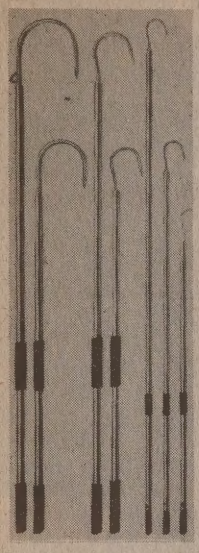
So-Lo MARINE®



Quality Stainless Steel

GAFFS IN LENGTHS from 1' to 8'

HOOK SIZES from 2" to 10"

AVAILABLE AT QUALITY MARINE & TACKLE STORES

Don't Compromise Quality...insist on

So-Lo MARINE®

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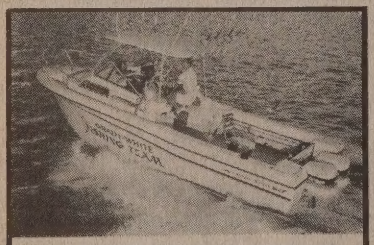
We Are GRADY-WHITE Specialists!

See us at the N.Y. Boat Show!



ALL GRADY-WHITES From 19'-25'

We rig the boat **YOUR** Way!
Custom Towers, Custom Arches, etc.
★ **FINANCING AVAIL.** ★

JOHNSON OUTBOARDS TO POWER ANY SIZE GRADY-WHITE

Johnson OUTBOARDS

SPELLMAN'S MARINE

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1708 North Hwy.,
Southampton, N.Y.
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(On Smith Creek)
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SUMMER DOCKAGE • WINTER STORAGE

This year ASMFC passed a number of resolutions concerning our marine resources, the most important of which calls on the federal government and the Governors of each state to end all ocean dumping. The resolution calls for the development of a timetable to phase out all current ocean disposal and to increase enforcement efforts to stop illegal dumping. A resolution concerning ASMFC's adamant opposition to the establishment of a saltwater fishing license by the federal government was considered and tabled. Lastly, the Commission will develop an exchange program for legislative initiatives developed in each state concerning marine resources.

"The need for interstate cooperation in fisheries management is extremely important since fishing effort in one state will directly affect the fisheries in another state. ASMFC is the mechanism by which the states can ensure preservation of marine resources for future generations to enjoy," Senator Johnson said.

For more information, contact Senator Johnson's District Office at 23-24 Argyle Square, Babylon, NY 11702; (516) 669-9200.

CARING FOR YOUR PERSONAL FLOTATION DEVICE

Is your personal floatation device (PFD) reliable enough to make it through yet another boating season? Each year, before taking to the water, check to make sure that your PFD is in good working order so, if needed, it can be relied upon to save your life.

When inspecting your PFD for reliability, check for obvious signs of daamge, such as rips and holes, improperly working zippers or buckles and fabric decoloration. Next, squeeze the PFD, observing its firmness. Does it feel the same way it did when you bought it? If it doesn't, it may not perform the way it's supposed to. Try the PFD on and make sure it still fits comfortably, adjusting it if necessary. The PFD should be easy to put on and easy to remove, while allowing freedom of movement in and out of the water.

Since the purpose of a PFD is to keep you afloat, try it out in the water. While in the water, check for sufficient buoyancy, making sure that the PFD floats you and keeps your head out of the water. Note the flotation characteristics your PFD is providing to you. It especially shouldn't have a tendency to turn and hold you in a face down position.

Thus, if your PFD is damage-free, fits properly, has a sufficient amount of buoyancy and keeps you afloat, it is reliable for another boating season.

However, your PFD won't endure the season if it isn't given proper care and maintenance. With proper upkeep, your PFD will last years. To prevent the fabric from degrading, your PFD should be stored in a cool, dry, well ventilated area out of direct sunlight. Use your PFD only for the purpose for which it is intended. Do not use it as a kneeling pad. Keep it away from sharp objects which may rip the fabric or puncture the flotation pads. If your PFD contains kapok, which many PFD Types I and II do, watch that the inserts aren't split or punctured because, if they are, the PFD will become waterlogged and lose its buoyancy. If your PFD does get wet, allow it to dry thoroughly before storing it. Dry it slowly, not quickly, in front of a radiator or fire.

Taking care of your PFD will increase its life span and keep it in good working condition, providing you with a reliable life saving device during the boating season.

For more information contact IFAI, 345 Cedar Building, Suite 450, St. Paul, MN 55101; (612) 222-2508.

MANDATORY EDUCATION AND OPERATOR LICENSING FAVORED

BOAT/U.S. members overwhelmingly favor both mandatory education and operator licensing for recreational boat operators, according to a survey recently conducted by the Association.

The results of the survey indicate that by a margin of 4 to 1 or 81 percent, those responding believe that recreational boat owners should take a safe boating course or at the minimum, those who already have on-the-water experience should be required to pass an exam substitute.

By a similarly lopsided margin of 3 to 1, the survey reveals that 67 percent of those responding favor some form of a boating safety course or the completion of an exam substitute. The major difference between education and licensing is that under a licensing system, the state would have the means to take away a person's right to operate a boat.

And, in a measure of the depth of opinion on these issues, the survey results show that by margins of 66 and 69 percent, those responding believe that mandatory education and operator licensing should be implemented without delay, rather than phased in by age.

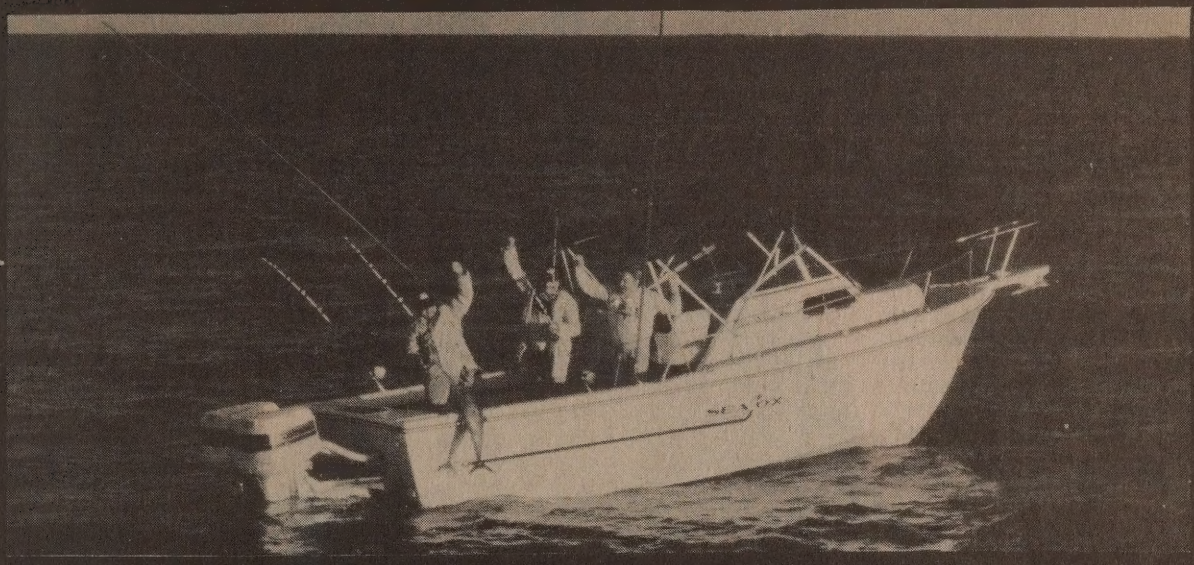
Furthermore, a comprehensive computer analysis of the survey results indicates that there is remarkable convergence of opinion among those responding from across all sections of the country, owning all sizes and types of boats. Differences of opinion between sailors and powerboaters, between those boating on the oceans or in the inland lakes and rivers and between those who own boats less than 20 feet or larger than 40 feet are miminal or statistically insignificant.

"Based on the survey results it is clear that many boaters are concerned for their safety an want action now," said BOAT/U.S. President Richard Schwartz.

He pointed out that while the often quoted boating fatality rate has substantially decreased, the number of reported boating accidents is significant and has risen nearly 20 percent over the past five years.

Born in the Graveyard of the Atlantic.

Introducing the new Sea Ox 250C.



Waters off Cape Hatteras, North Carolina are known as "The Graveyard of the Atlantic."

But while they're extremely treacherous, they're also extremely tempting. Because the offshore fishing is great.

The new Sea Ox 250C was designed and engineered nearby specifically for the offshore waters of Hatteras. Like every Sea Ox, the 25-foot Bluewater Pro is ruggedly constructed to take what the sea dishes out. To give you an extra soft, dry ride, even in heavy seas, the hull has a very deep entry with a deep Vee hydrodynamic deadrise.

This new bottom design with its triangular planing wedge permits shortened lifting strakes and medium soft chines. Thereby reducing drag, increasing range. And getting you offshore faster.

The 250C Bluewater Pro's midship cluster design allows for a large, totally unobstructed fishing cockpit.

Within easy reach are twin built-in tackle boxes. As well as a huge insulated athwartship fishbox, a circular insulated raw water bait well, and insulated food and beverage compartment. All of which drain overboard

The roomy cabin has 5'11" headroom. A molded-in stairway. Stainless steel fresh water sink. English drawers. Rod racks. And a hide-away porta potti.

With it's 8½-foot beam, the 250C is legally trailerable anytime. At night. Or on Weekends.

So what are you waiting for? Buy the new 250C.

And get ready for the liveliest fishing trips you've ever taken.

Come see the new Sea Ox 250C at the New York Boat Show exhibit area N5-G

SEA OX

BUILT TO BE TOUGH. ESPECIALLY ON FISH.

For more information about Sea Ox 18 and 20 foot dual consoles, 18, 20 and 23-foot center consoles, and 20, 23, 25 and 26-foot walk-around cabin models write:

North American Fiberglass Corporation
P.O. Drawer C, Department 1
Greenville, NC, 27834

The Age Of Begin

We at Shimano are absolutely convinced that our new Fightin' Star™ reels are the single greatest advance in conventional reels since star drags were invented decades ago.

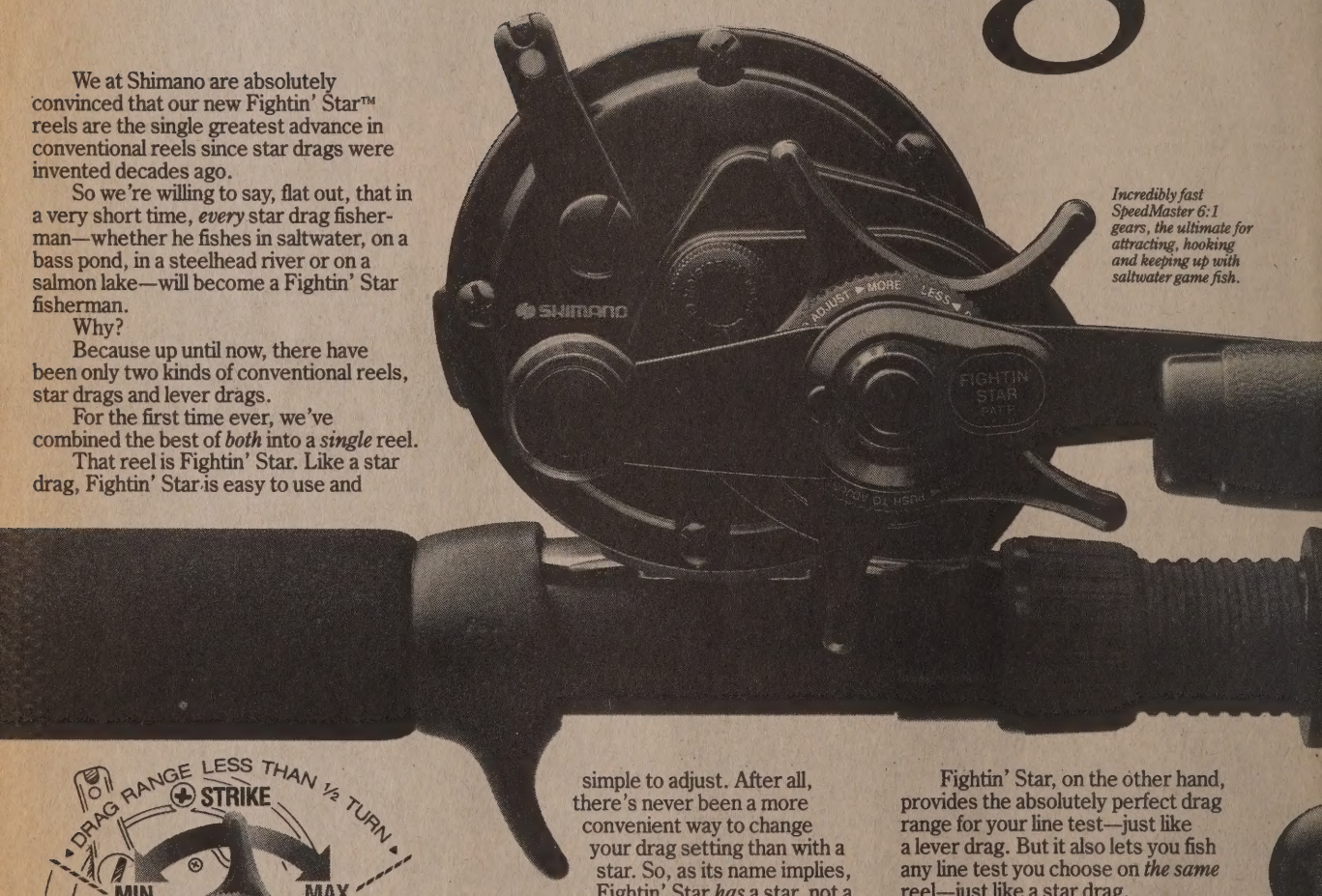
So we're willing to say, flat out, that in a very short time, *every* star drag fisherman—whether he fishes in saltwater, on a bass pond, in a steelhead river or on a salmon lake—will become a Fightin' Star fisherman.

Why?

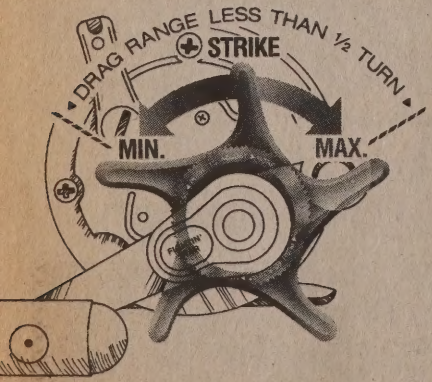
Because up until now, there have been only two kinds of conventional reels, star drags and lever drags.

For the first time ever, we've combined the best of *both* into a *single* reel.

That reel is Fightin' Star. Like a star drag, Fightin' Star is easy to use and simple to adjust. After all, there's never been a more convenient way to change your drag setting than with a star. So, as its name implies, Fightin' Star *has* a star, not a lever. But *this* star is different. In a lot of incredible ways.



Incredibly fast SpeedMaster 6:1 gears, the ultimate for attracting, hooking and keeping up with saltwater game fish.



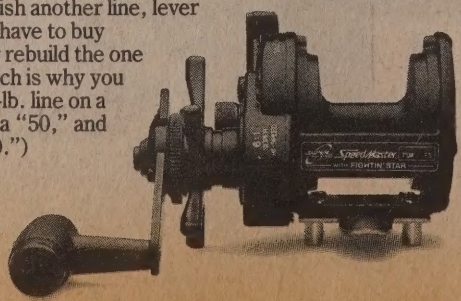
FIGHTIN' STAR. ITS ABSOLUTE DRAG PERFECTION WILL OBSOLETE STAR DRAG REELS. With its adjustable STRIKE position, EVERY star drag fisherman can now set an absolutely perfect drag AND THEN, LOCK IT IN. PERMANENTLY. And since Fightin' Star moves LESS THAN HALF A TURN (just like a lever drag), it's simply impossible to make a drag mistake.

For instance, the beauty of lever drags is that they provide the absolutely perfect drag range for your line test. Trouble is, every lever drag is built to handle only *one* line test. So to fish another line, lever drag fishermen have to buy another reel, or rebuild the one they have. (Which is why you can only fish 30-lb. line on a "30," 50-lb. on a "50," and 80-lb. on an "80.")

Fightin' Star, on the other hand, provides the absolutely perfect drag range for your line test—just like a lever drag. But it also lets you fish any line test you choose on *the same* reel—just like a star drag.

No lever drag ever made is that flexible. No star drag ever made is that precise.

But even more remarkable is the fact that Fightin' Star is the world's first star drag reel to come with a STRIKE position.



New smaller-size Triton SpeedMaster—the TSM IIFS—is just what West Coast fishermen ordered. But fishermen everywhere will love it.

Fightin' Star
s Now.

What's STRIKE?

A feature that, until now, has only been available on lever drags. It lets you do something no star drag reel has ever let you do before:

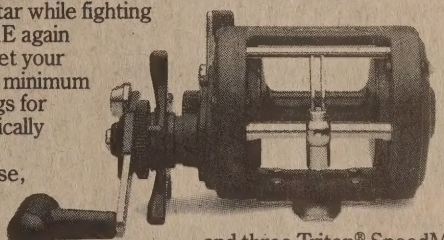
Find the absolutely perfect drag setting for the line test you're fishing—AND THEN LOCK IT IN. PERMANENTLY.

(Compare that to a star drag. It lets you find your absolutely perfect drag setting, too, by pulling line off the spool and adjusting the star til you feel the tension is just right. That is, in effect, your STRIKE. But move the star, and what happens? Your STRIKE *disappears*.)

And with Fightin' Star, once you've selected your STRIKE, you always know exactly where it is. The star actually *snaps firmly into place* at STRIKE, with a distinctive "click" that you can both hear and feel. There's absolutely no guesswork. So when you move your star while fighting a fish, you can find STRIKE again *instantly*. And when you set your STRIKE, the appropriate minimum and maximum drag settings for your line test are automatically locked in. It's that simple.

You can do this because, unlike a star drag that turns around and around, *Fightin' Star moves less than half a turn.* When it stops moving forward, that's an excellent *maximum* drag for your line test. When it stops turning backward, that's your *minimum* drag position. Between the two is STRIKE—the *absolutely perfect* drag for your line test.

Plus, there are five different Fightin' Star conventional reels to choose from. Two Triton® SpeedMaster™ levelwinds



Our Ball Bearing Titanium Drag has up to twice the drag surface of traditional drags, a ball bearing for unmatched smoothness and titanium-composite washers to keep the drag cool while the fishing is hot.

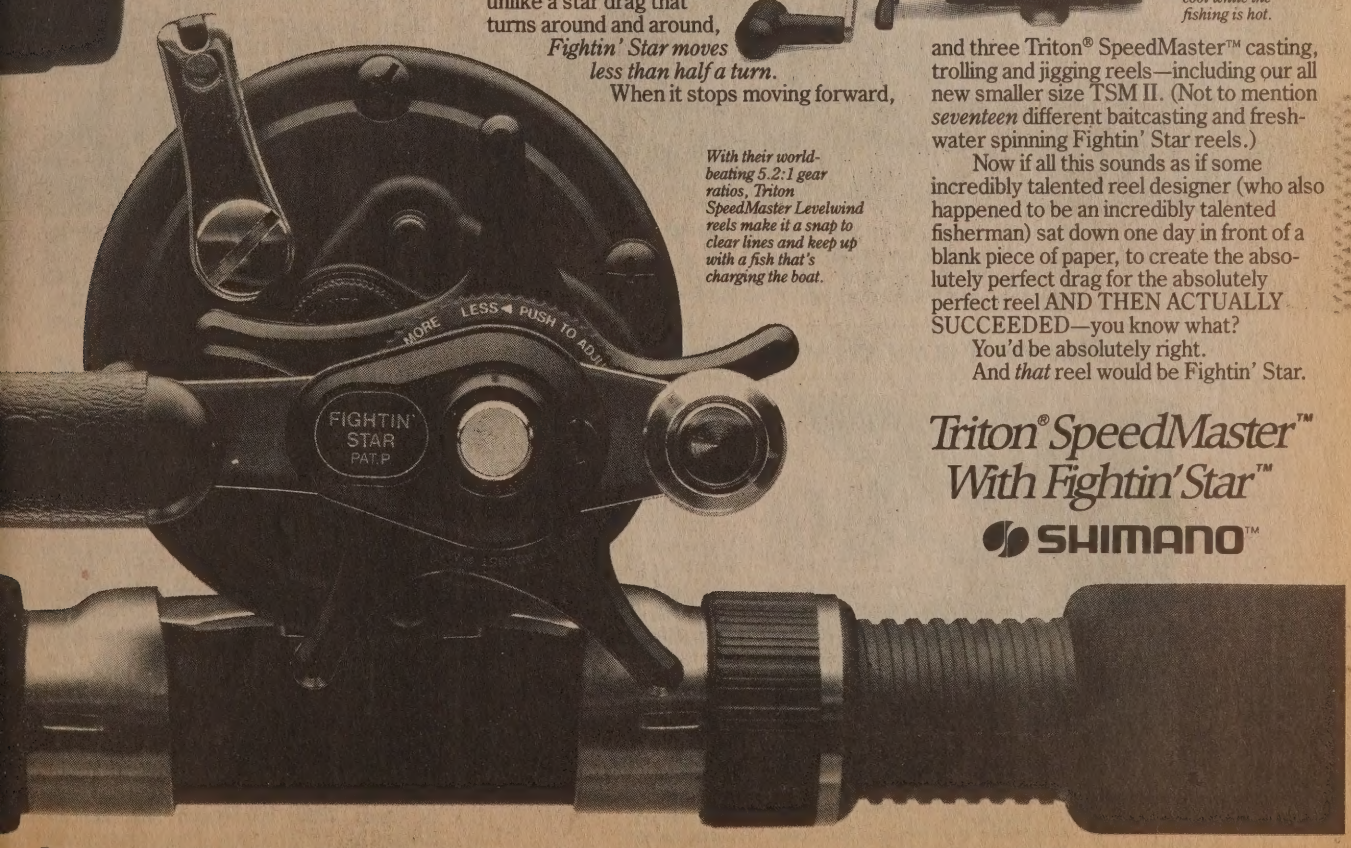
and three Triton® SpeedMaster™ casting, trolling and jigging reels—including our all new smaller size TSM II. (Not to mention *seventeen* different baitcasting and freshwater spinning Fightin' Star reels.)

Now if all this sounds as if some incredibly talented reel designer (who also happened to be an incredibly talented fisherman) sat down one day in front of a blank piece of paper, to create the absolutely perfect drag for the absolutely perfect reel AND THEN ACTUALLY SUCCEEDED—you know what?

You'd be absolutely right.

And *that* reel would be Fightin' Star.

With their world-beating 5.2:1 gear ratios, Triton SpeedMaster Levelwind reels make it a snap to clear lines and keep up with a fish that's charging the boat.



Triton® SpeedMaster™
With Fightin' Star™

SHIMANO™

For a copy of our Shimano catalog and a Team Shimano patch, please send $2.00 to: Shimano American Corp., One Shimano Drive, Irvine, CA 92718.
For a copy of the Triton Fightin' Star Owner's Manual, send $1.00 to the above address and add, "ATTN: Triton Fightin' Star Owner's Manuals."

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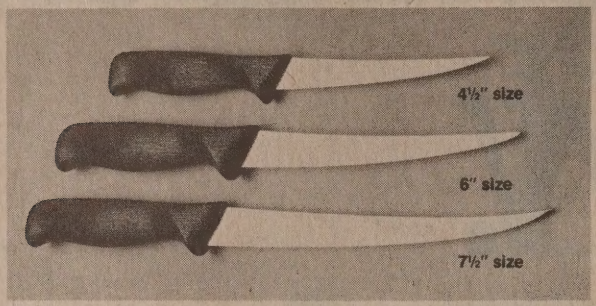
Filet Knife Set For All Buyers

($21.30 VALUE) Offer expires March 15, 1988



Fit out now for easy boating with any Powerwinch winch or windlass model and we'll rush you a set of 3 Powerwinch surgical stainless steel filet knives. Great for all cutting chores around the galley or kitchen. For your free knives, mail this ad with proof of purchase to Powerwinch or get your Powerwinch redemption coupon at major boat shows or leading marine supply stores.

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- GUARANTEED 2 YEARS
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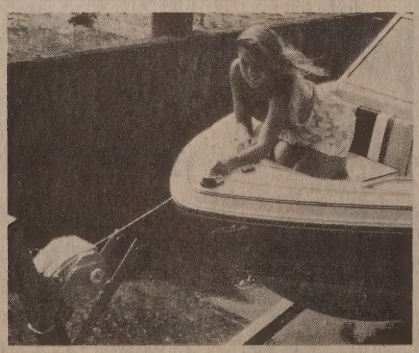
Trailering's a cinch with Powerwinch



- 3 Models for boats up to 10,000 lbs.
- The fast and easy way to load and unload.
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- GUARANTEED 2 YEARS.

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"We cannot afford to become complacent or rely on the boating fatality rate as the single measure of boating safety in this country," added the Association President. He called on the Coast Guard and the states to improve their boat accident reporting capabilities so that they reflect more than 5 to 10 percent of the accidents which occur.

The results of the survey are based on over 15,000 replies. It was mailed to all Association members in the September issue of its bimonthly news journal, "BOAT/U.S. Reports."

Boat Owners Association of the United States is the largest organization of boat owners in the country. For more information on the survey or information on membership, write BOAT/U.S., Public Affairs, 880 S. Pickett St., Alexandria, VA 22304.

OUTSTANDING SALES ACHIEVEMENT IN BOATING

The Mainship Yacht Corporation recently presented Corrigan's Yacht Yard and Marine Sales, Hampton Bays, the Outstanding Sales Achievement Award for the '87 product year. Mainship (a top manufacturer of fiberglass motor yachts, located in Marlboro, NJ), attributes much of its success to the hard work of the Corrigan's sales staff. Being no stranger to this honor, Corrigan's has received it every consecutive year since 1982, making them one of the world's leading dealers of Mainship yachts. The award was accepted by Wink Howell, president of Corrigan's.

FIRST AID AND CPR CERTIFICATION FOR COAST GUARD LICENSES

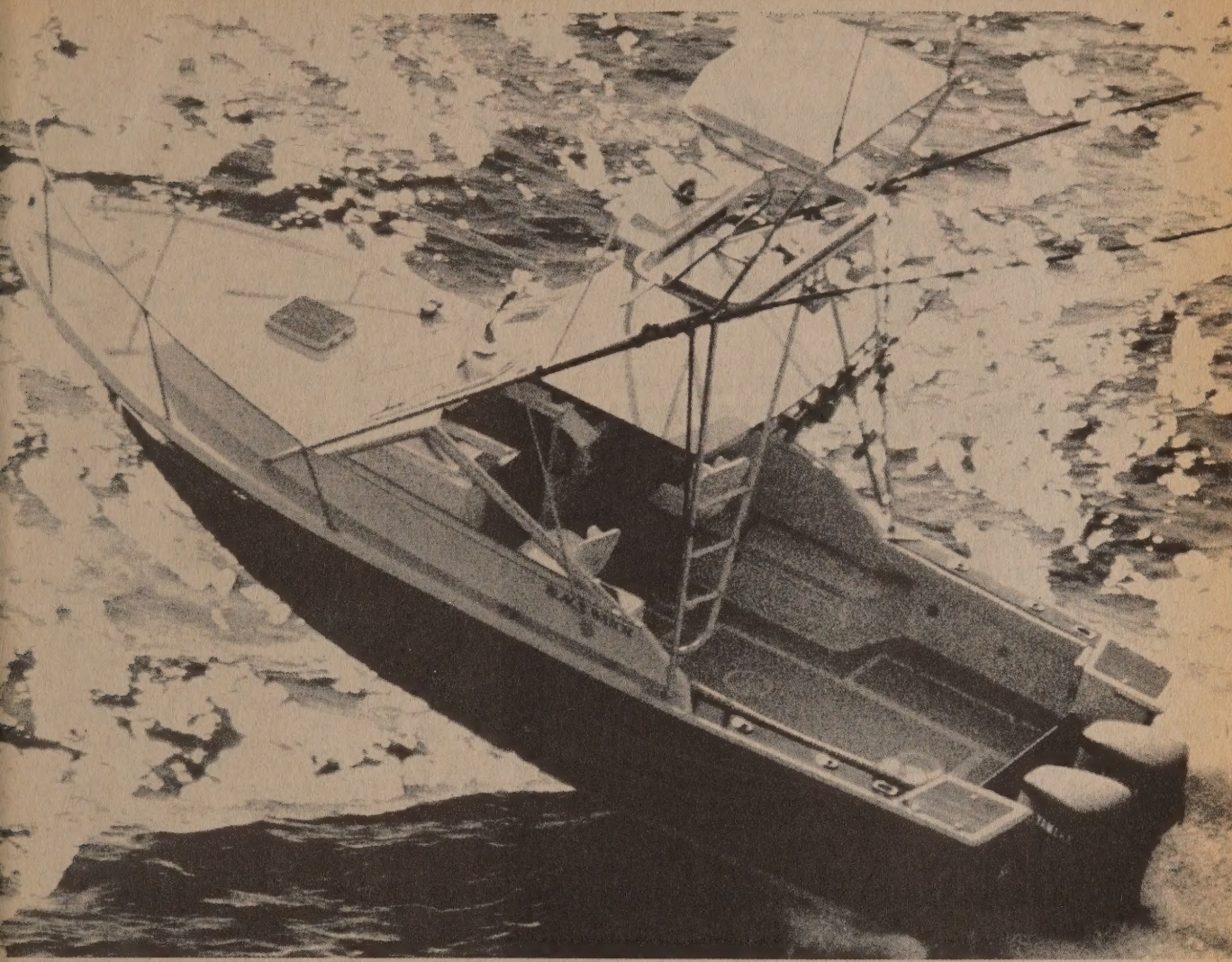
In a sweeping change to the licensing system, the Coast Guard has announced that, effective December 1st, anybody seeking a license must first be certified for first aid and cardiopulmonary resuscitation (CPR). In addition, anybody renewing a license must have a current CPR certification. Certification can be from the American National Red Cross, the American Heart Association, or other organizations approved by the Coast Guard.

In response, Sea School has obtained approval to use its professional instructors to certify applicants for first aid and CPR. The instructors, already qualified through other approved sources, are being further trained and certified by the Maritime Medical Services Division of Emergency Physicians of Florida, Inc.

Doctor Robert B. Pettyjohn, Medical Director of Emergency Physicians of Florida, said, "The requirement for certification is one of the best things that has happened to safety at sea since the SOLAS Convention of 1960."

Doctor Pettyjohn, a former Coast Guard flight surgeon and medical officer, was referring to the International Convention for Safety of Life at Sea, 1960, of which the United States is a signatory. The convention sets standards for safety procedures

The ultimate off road vehicle



The Black Watch 26

It takes a rare combination of unparalleled design and detailing and state-of-the art computer engineering to produce what is ultimately the best sport fishing boat in the water. Add to that the famous C. Raymond Hunt deep-V hull and you have the ultimate off-road vehicle.

What about Power? Yamaha.

Yamaha's counter-rotating, dual-engine system is available in 150 and 200hp models. The counter-rotating propellers eliminate arm-tiring torque, making the boat easier to handle, and Yamaha includes its 2-year factory limited warranty — twice the industry standard.

Black Watch.... See it at your dealer or get left in its wake.

Black Watch 26
LOA: 26'1" Beam: 9'8" Deadrise at transom: 19°
Displacement: 4800 lbs. (less engine) Speed: 50 + mph
maximum recommended power: twin 225hp outboards

For Your Nearest Dealer
Call 1-800-447-2882

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and equipment designed to prevent injury at sea.

Captain Bob Arnold, director of Sea School, said, "We call our first aid and CPR certification program 'POLAS', for Protection of Life at Sea. When SOLAS fails, POLAS takes over."

Readers can obtain further information by contacting the nearest Coast Guard Regional Examination Center, or by calling 1-800-237-8663.

WOODEN HULL INSPECTION AND REPAIR MANUAL

"Wooden Hull Inspection and Repair Manual" is a just-published manual that consists of reprinted information, orginally prepared by the Merchant Marine Technical Division, Office of Merchant Marine Safety, U.S. Coast Guard.

This 44-page, 8½" wide x 7" high no-nonsense manual gives specific how-to information concerning the inspection and repair of wooden boat hulls. This information, originally furnished to U.S.C.G. marine inspectors for guidance purposes, is useful to anyone with the responsibility for inspecting or repairing a wooden boat hull. This is the only known source for this type of specific information.

To order your copy from publisher, send check or money order for $5.95, plus $1 for postage, to Wooden Hull Manual, c/o Gorbil Publishing Company, P.O. Box 159, St. George Station, Staten Island, NY 10301. New York State residents add appropriate sales tax.

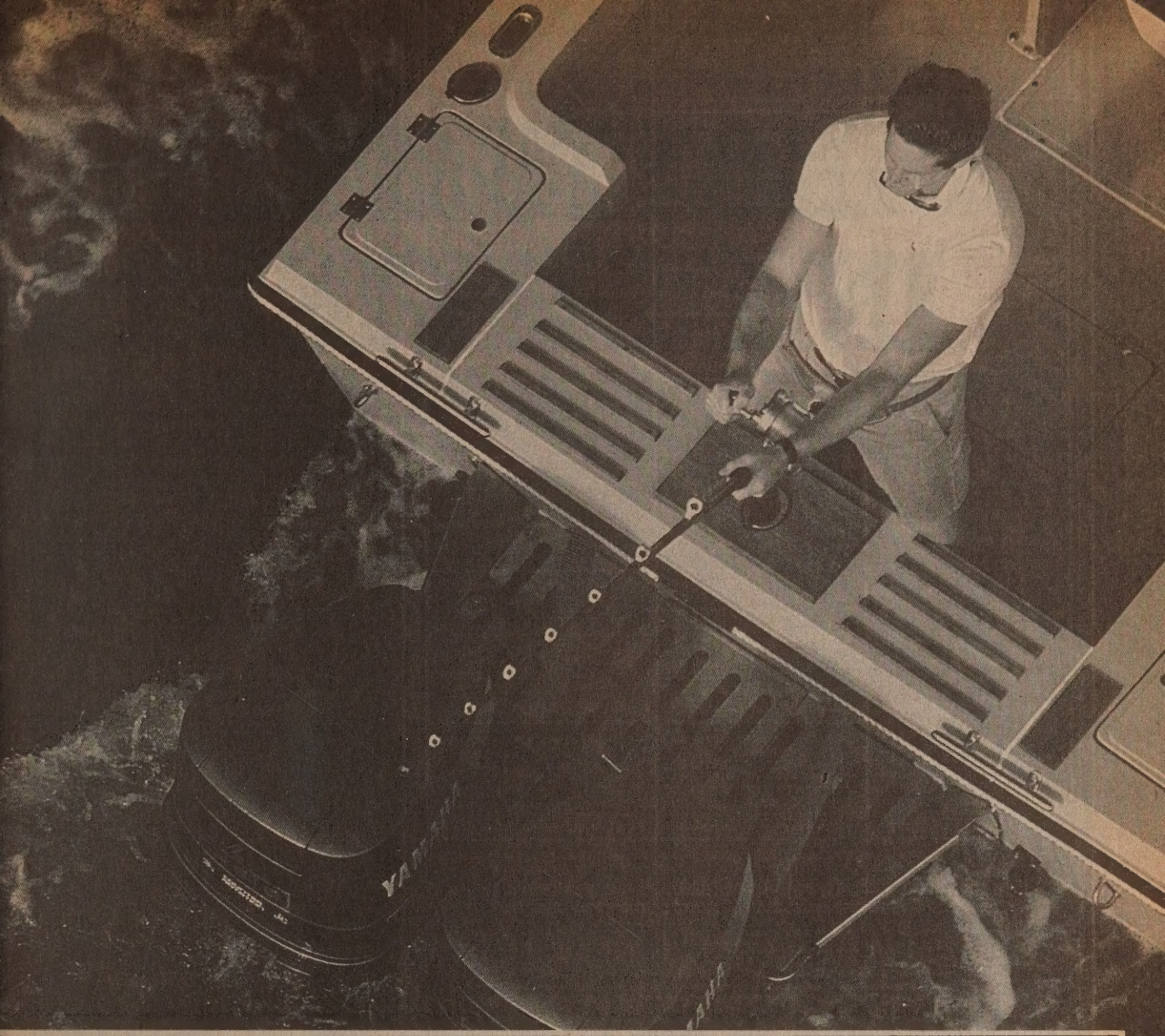
TAX CHANGES MAY AFFECT BOATERS

The recreational boating community is currently watching the U.S. Congress consider various revenue-raising proposals. For example, the Senate Commerce Committee's budget reconciliation bill calls for a voluntary Coast Guard user fee program. Capitol Hill sources, however, are suggesting that this particular proposal has little chance of passing.

Less than one year after President Regan approved the new tax code, both House Ways and Means and the Senate Finance Committee approved bills that would raise taxes about $12 billion in fiscal year 1988 to help reduce the federal deficit. The House bill would disallow interest deductions on loans used to buy boats or mobile homes claimed as a second home. The Senate bill has no such provision. Both bills have excluded excise taxes on boats and Coast Guard user fees.

The next step in the legislative process is for both bills to be packaged into an omnibus budget bill by a House and Senate conference. Because the elimination of second home deductions is not in the Senate bill, it is possible that this provision will not make the final combined bill.

Passage of either version of the bill, to be coupled with spending cuts on the floor, is not assured in either body of Congress. Prior to President Reagan's October 22 news conference, the Congress was expecting a



How to get more fishing space without buying more fishing boat.

When you're fighting a fish, it's better if you don't have to fight your way around an I/O box or splash well at the same time. That's why Armstrong outboard transom brackets are showing up on so many fishing boats.

With an Armstrong bracket, you can repower an inboard or I/O and use *all* of your deck for fishing. Or you can put an Armstrong bracket on a conventional outboard transom and turn what used to be the splash well into, for instance, a live well. Or a storage locker. Or whatever you want. Plus, an Armstrong bracket increases performance as much as 10% *and* reduces fuel consumption by as much as 12%. That means more time on the water, more time fishing.

With Armstrong, you get a choice of gleaming stainless steel, or black or white aluminum. You can also get a variety of convenient swim/service platforms. And a variety of models handling up to 300 hp.

The Armstrong bracket. It will make your boat a more productive place to catch fish. For a complete brochure or the name of the dealer nearest you, contact: Armstrong Marine, Inc., 2845 S.E. Monroe St., Stuart, FL 34997. Phone (305) 286-7204.

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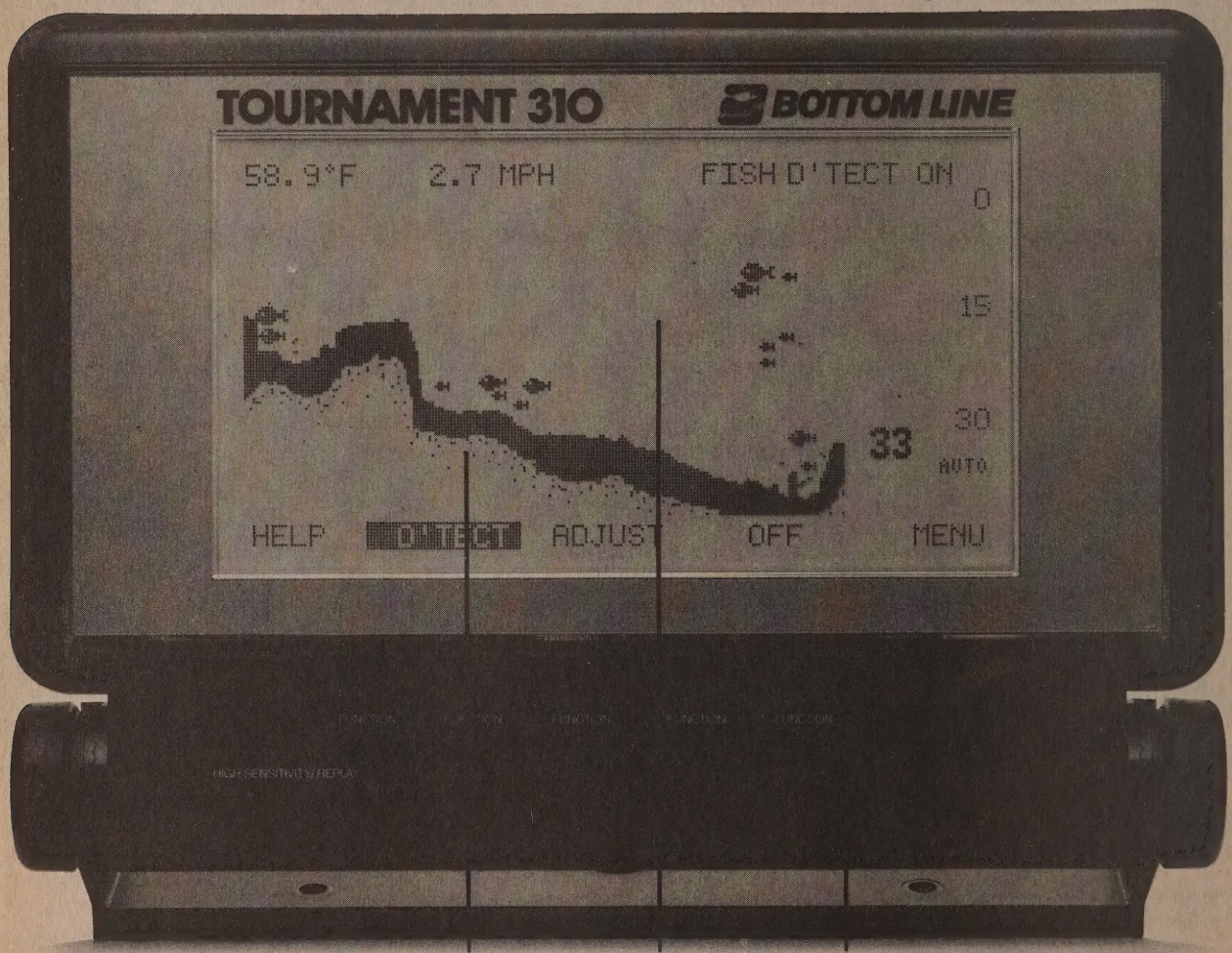
Expect a lot.™

Yamaha's Counter-Rotating Outboards help eliminate arm-tiring torque. Available in 150 hp or 200 hp models featuring Precision Blend Oil Injection. And Yamaha includes its Two-Year Limited Warranty.

BOTTOM LINE.™
IN FISH FINDER



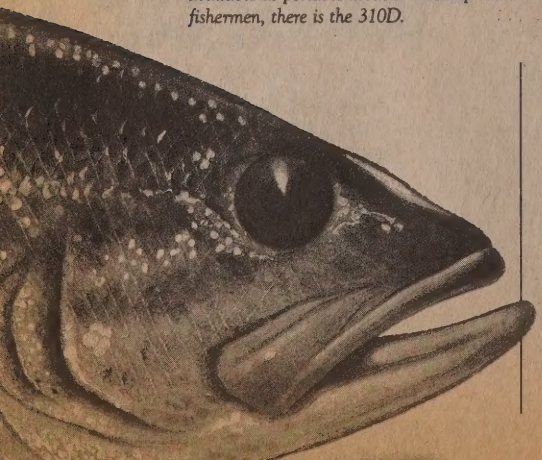
The Tournament 310 and TBL 210 are also available as portable models. For deep water fishermen, there is the 310D.

State-of-the-art 30,720 pixel liquid crystal display.

Electroluminescent backlit display.

Easy-to-use softkey/ screen display.

Over 30 simple-to-use functions.



A new force is taking over the world of fish finders. Bottom Line™ is setting a pace that others can only hope to follow. . . someday. And the reason is simple—we've developed a whole new generation of fish finder technology that has surpassed the old standards of performance.

Fish D'Tect™ Eliminates Guesswork. Bottom Line's brand-new Tournament 310 and TBL 210 are loaded with the latest advances in fish finding technology. For starters, there's Fish D'Tect.™ With just the touch of a finger, this *exclusive* fish identifying feature clearly marks each fish on the screen with a special computer-generated fish symbol. So you don't have to guess which marks are fish and which aren't.

What's more, Fish D'Tect™ shows you *three* different-sized fish symbols, and the bigger the symbol, the bigger the fish. So you can tell the bait from the big boys. And bring the trophies home.

THE NEW LEADER TECHNOLOGY.

Sleek, compact design is only 1" thick so it fits virtually anywhere. Rugged, waterproof construction guards against moisture damage. Equally at home in fresh or salt water.

Advanced, positive-locking mounting bracket permits adjustments in screen angle. Overall 310 dimensions: Height: 7⅛" Width: 10¼" Depth: 1"

Cassette record/playback can create a permament record of any trip.

The compact TBL 210 is ideal for any boat with limited space for electronics. Its high performance and sleek good looks make it a perfect addition to any sportfisher or bass rig. Overall dimensions: Height 7" Width: 7⅛" Depth: 1"

The top-of-the-line Tournament 310 also offers a number of extra features that make it even easier to catch fish. The *adjustable* split screen zoom provides extra convenience and flexibility when you're looking for that trophy fish. Also, with just a touch of a finger, our unique navigation/information display feature gives you a complete listing of all vital information. All at once, you can monitor boat speed, distance traveled, water depth, bottom contour, temperature trends of the surface water over the past 10 minutes—you even have a countdown timer! And even though the Tournament 310 is simple to use, if you ever need help you can refer to the built-in owner's manual.

Exclusive Software Update Program. Of course, there's much, much more. So much, in fact, we could make a list as long as your arm and still not tell you everything. Here's perhaps the best feature yet: *Your Tournament 310 and TBL 210 won't become obsolete in a year.* Because our fish finders are so advanced, we can reprogram the computer software in each unit. So when next season rolls around, you can upgrade it and take advantage of all our latest features and developments in technology. All for a nominal fee that's just a drop in the bucket compared to the price of a new fish finder.

So hook up with the fish finders that are kickin' tail on the trophy fish. And on the competition. The Tournament 310. And the TBL 210. Only from Bottom Line.

Free For The Asking. For complete information about the greatest fish finders on the market today (and tomorrow), call TOLL FREE 1-800-456-5432 for your nearest Authorized Bottom Line Dealer. And don't forget to ask for a copy of the Bottom Line *Update*,™ the brochure packed with fishing info and fish finder tips from the pros.

More Features, For More Fish. And that's just the beginning. Both the Tournament 310 and TBL 210 offer a whole boat load of other features that make them absolutely the best fish finders ever built. Use the split screen zoom and target cursor features to examine the bottom in detail and lock in on the location and exact depth of any fish you find. And if you get too busy hauling fish into the boat, you can simply choose the automatic mode and let our fish finders adjust themselves.

Mail Coupon. Please send me a FREE Bottom Line *Update*™ brochure. (Regularly a $1.95 value.)

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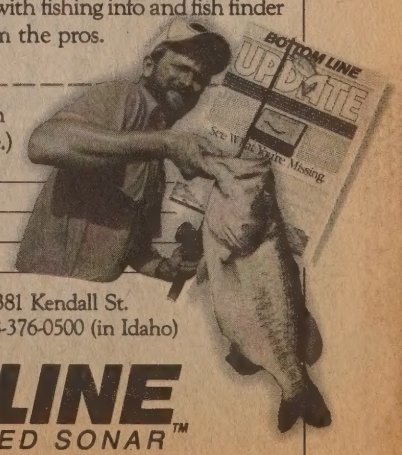

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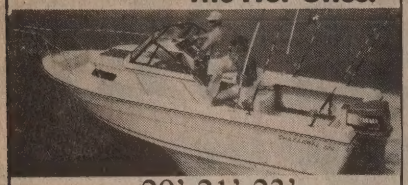
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veto of either bill. With recent attention on the budget and trade deficits and disruptions in financial markets, no certain prediction on the part of the Administration or Congress can be made.

NEW MAN AT THE TOP

The Northeast Region of NMFS has a new Regional Director. Richard B. Roe was appointed by William Evans, Assistant Administrator for Fisheries on July 19, 1987. He succeeds former Acting Regional Director Richard H. Schaefer who has been transferred to the Washington Office where he will serve as Acting Director of the Office of Fisheries Management.

Roe is a career fisheries official who has held a variety of posts with NMFS and also its predecessor agency, the Bureau of Commercial Fisheries. He began his career in fisheries by working for the New Jersey Division of Fish and Game in 1956 while attending Rutgers University. He subsequently graduated from Rutgers with a Master of Fisheries Science Degree. He and his wife, Andy, plan to relocate in the North Shore area of Massachusetts this fall.

ATLANTIC STATES MARINE FISHERIES COMMISSION REPORT

The Atlantic States Marine Fisheries Commission's Striped Bass Fishery Management Board met on October 20, 1987 at the Commission's 46th Annual Meeting. No changes were made from the Commission's present recommendation for a 33 inch coastal size limit on striped bass.

Under the provisions of the Commission's Interstate Fishery Management Plan for Striped Bass and its Amendment #3, the Commission's member states from Maine to North Carolina are required to review the annual reproductive success of striped bass from Chesapeake Bay which historically contributed the majority of bass comprising coastal migratory stocks. The Commission's striped bass plan recommends that the states prevent directed fishing mortality on at least 95 percent of the 1982 year class females, and females of all subsequent year classes of Chesapeake Bay stocks until 95 percent of these fish have had the opportuntiy to spawn at least once. This objective is intended to apply to the fisheries until Maryland's striped bass young-of-the-year index attains a 3-year running average of 8.0. The Maryland 1987 striped bass juvenile index was reported as 4.8. Previous Maryland indices for 1985 and 1986 have been 2.9 and 4.1 respectively. These findings make the most recent 3-year running average for Maryland's juvenile index 3.9. Therefore, the Commission's Striped Bass Plan's Amendment #3 continues to remain in effect.

In addition to reviewing Maryland's status of striped bass production, the Striped Bass Board also received reports on reproductive success from other areas. Maine reported finding some fingerling striped bass in its Kennebeck River sytem. These fish are thought to be the first successful spawn from previously stocked striped bass in that river system. New York reported that the 1987 Hudson River striped bass juvenile production was extremely good with its juvenile index surpassing all previous levels recorded since the Hudson River monitoring program's inception in 1979. New Jersey reported finding increasing evidence of an existing Delaware River striped bass stock that seems to be expanding its population. Virginia reported finding very high reproductive success in its rivers of lower Chesapeake Bay. On the other hand, North Carolina reported very poor juvenile production for its Roanoke River-Abermarle Sound striped bass stock.

Two new studies being carried out on striped bass by Maryland and Rhode Island fisheries scientists have reported preliminary findings that the 1982 year class female striped bass will begin spawning at ages 4 through 8 (22" to 39"). The original estimate for their age at maturity, or first spawning, was 4 to 6 years (22" to 37"). The Striped Bass Board has instructed its Scientific and Statistical Commiteee to investigate the implications of a slower than expected maturity rate on projecting population recovery rates for Chesapeake Bay stocks. Also, this Committee will monitor the progress and final conclusions of the ongoing maturity studies. No new recommendations beyond state management actions, already in place at this time, were recommended.

ANCHORING VIDEO MAKES LEARNING EASY

An instructional video designed for the novice or the experienced boater who wants to improve his maneuvering and anchoring skills is now available from Bennett Marine Video. part of the Better Boating series, the tape is entitled "Handling and Anchoring Your Boat."

Good seamanship requires that a boat owner be able to leave the slip efficiently and arrive at a destination safely. Once there, correct anchoring skills are essential. Proper anchoring means positioning the craft so that it stays secure when in port without dragging or interfering with other vessels at the anchorage.

This informative tape, which lasts 73 minutes, covers a wide variety of topics. Some of the subjects include docking and undocking, reversing, passing other craft, sound signals, rafting, fenders and lines, man overboard, anchoring definitions, ground tackle, sizes and types of anchors and rode, sea anchors and the right scope.

The convenience of a video tape allows the viewer to review the tape in comfort at a convenient time in a self-paced style. Techniques needing more attention can be viewed several times until the procedures are firmly grasped.

STAYING POWER.

STOWAWAY,® ACTION PACK™ and SUPER CRANK® batteries are engineered to deliver long lasting power in both marine/RV deep cycle applications and marine starting applications.

STOWAWAY is completely sealed and maintenance-free. With up to 600 Cold Cranking Amps and a reserve capacity up to 160 minutes, STOWAWAY is the most powerful combination of deep cycle and starting power available. STOWAWAY is available in three sizes and power levels.

ACTION PACK has been the deep cycle sales leader since 1977. No other battery has powered as many deep cycle applications as ACTION PACK. ACTION PACK is available in three sizes and power levels.

SUPER CRANK is built extra tough to defy wave pounding and engine vibration. For years, SUPER CRANK marine starting batteries have delivered reliable cranking power for inboard and outboard engines. SUPER CRANK is available in two power levels.

When you're looking for staying power, look for STOWAWAY, ACTION PACK and SUPER CRANK batteries from GNB. For more information on where you can buy GNB marine batteries, call 1-800-447-4700, ext. 54.

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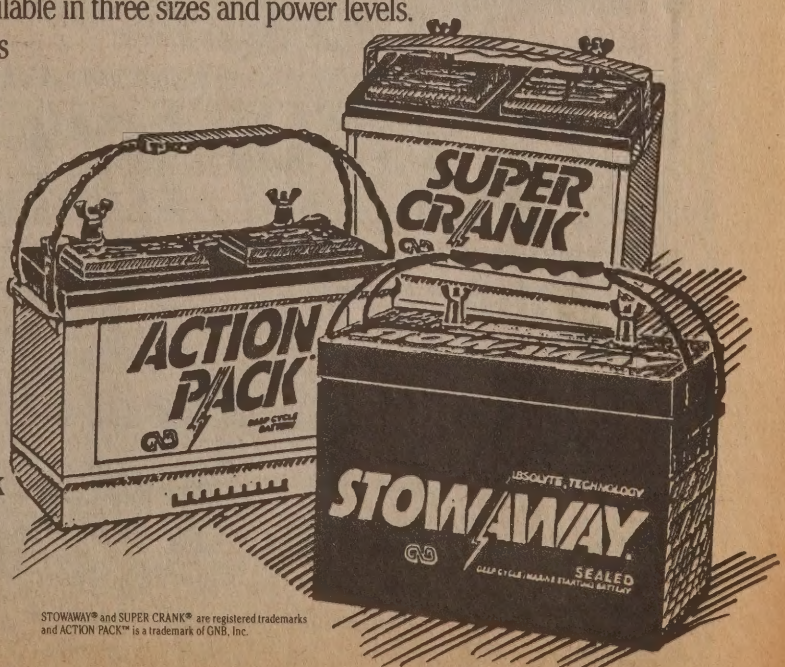

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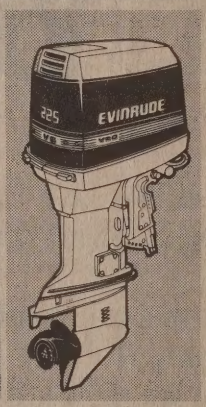

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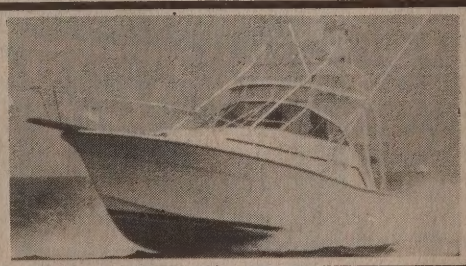

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From Bennett Marine Video, 730 Washington St., Marina del Rey, CA 90292.

A REQUEST FOR HELP

The Fishery Management Plan for Billfish is expected to be before the Secretary of Commerce early in 1988 for approval. This Plan prohibits the sale of marlin and sailfish as a means to conserve these fish stocks. These stocks are already exploited at or beyond maximum sustainable yield and the development of a commercial market could decimate these fisheries. The Plan sets a precedent in being the first marine fishery where the sale of fish is prohibited. This precedent may need to be applied as a conservation measure in the future to other species such as striped bass, redfish, or some species of salmon, in the same way that prohibition of sale has been applied to U.S. freshwater stocks such as largemouth bass, muskellunge, walleye, etc.

It is imperative that all segments of the sport fishing community, regardless of whether they fish for billfish, write in their support for the Plan. Please do so by sending a letter to the Honorable William C. Verity, Secretary of Commerce, 14th and Constitution Avenue N.W., Washington, D.C. 20230.

The letter should state that you support the Atlantic Billfish Fishery Management Plan with a prohibition of the sale or retention (other than sport caught) of these important species for conservation purposes. We cannot overemphasize how important your letter will be, not only in deciding the fate of billfish, but for many other marine species.

BEAD CHAIN MANUFACTURING COMPANY BEGINS NEW ERA AS BEAD INDUSTRIES

A new corporate identity as Bead Industries, Inc., was announced recently by Robert J. Pitts, president of the company formerly known as Bead Chain Manufacturing since its inception in 1914. Corporate management initiated this change to reflect the company's increasing growth in a broad spectrum of product categories including electronics, plumbing, fishing tackle, and associated sporting goods in addition to the well established Bead Chain product line.

Bead has positioned itself for significant corporate growth through a combination of greatly increased research and development emphasis and carefully targeted product line acquisition.

The Tackle Division, acknowledged leader in saltwater fishing and producer of the famous Bridgeport Diamond Jig, has recently acquired the Rod Caddy and Trimarc product lines. These acquisitions have added over 600 items to existing product lines, resulting in double the amount of total offerings.

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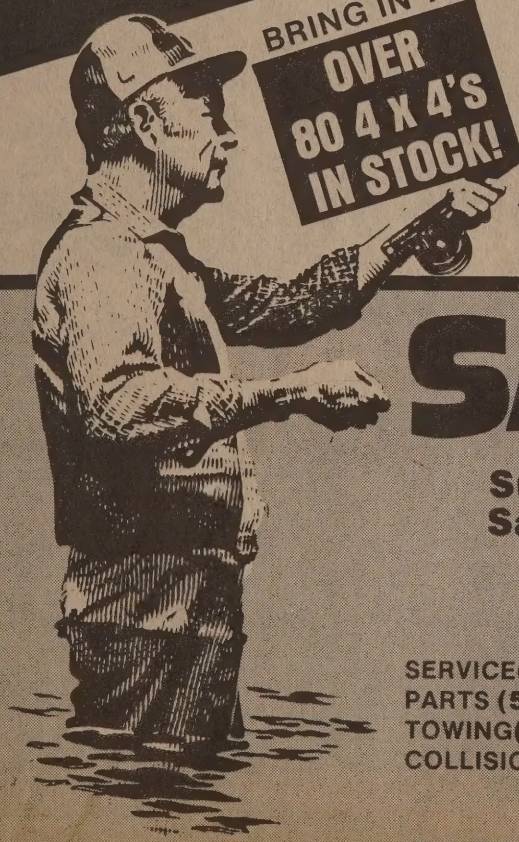

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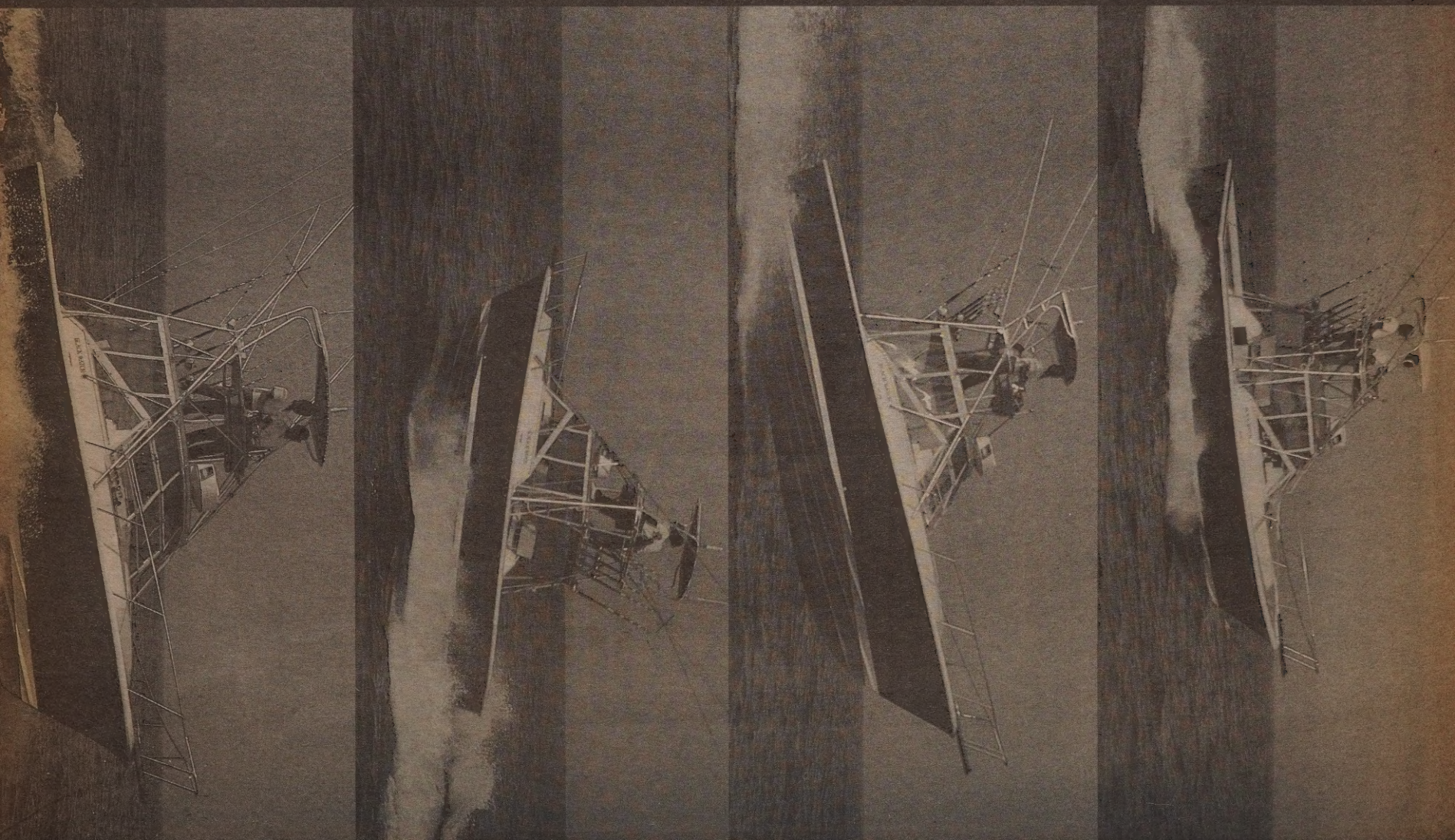

We Rig'em so You Can Hook'em!

There's two ways to buy a fishing boat. You can decide what you want and spend half the season rigging it. Or, you can choose a boat from Northeast Sportfishing, and let our professional staff rig your Black Watch to your exact offshore specifications.

From intricate yet functional marlin towers, to all weather enclosures, fighting chairs, outriggers and electronics, Northeast Sportfishing can provide the boat you want with the special custom touches that sets it apart in an ocean of familiarity.

Don't wait! See Northeast and spend more time fishing.

1988 Black Watch 30
. . . featuring twin Volvo TAMD41 Diesels.

Pipewelders Marlin Tower • Four Sided Enclosure • Rocket Launcher • Rupp 20 Single Spreader Outriggers • Raytheon 570 Loran • Raytheon R20 Radar • Raytheon V700 Amber Sounder with Surface Temp. & Speed • Icom M55 VHF • Bottom Paint and Complete Coast Guard Safety Package.

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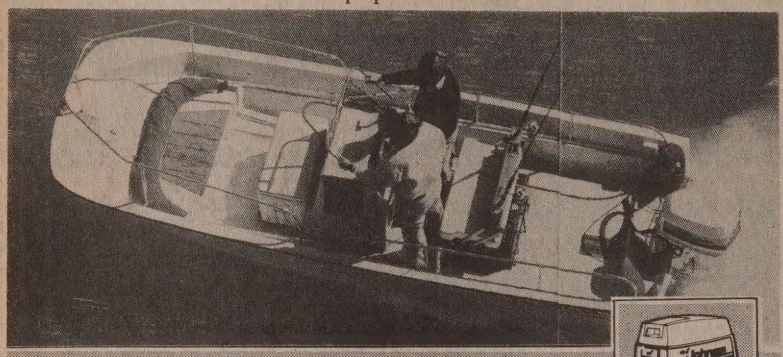

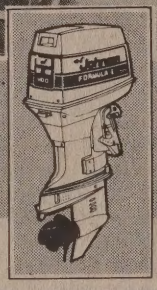

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"39 Years is a long time! That's how long I've been selling and servicing boats and motors at this location."
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Boats in stock ready for immediate delivery

Products of the division now include telescoping fishing rods and bank poles, fishing rod cases, terminal tackle (such as sinkers and swivels), fresh and salt water fishing lures, and depth and water temperature gauges. With the new product line comes a myriad of opportunities for diversification with some of the following products leading the way: archery quivers, topographical map cases, golf bags, sales banner and flag cases, and telescoping mine safety rods. The division is positioned for further product diversification with new offerings being planned for tackle wholesalers, the marine boating trade, premium/gift trade, OEM production and contract packaging areas.

1988 NEW YORK NATIONAL BOAT SHOW OFFERS NEW WORLD OF BOATING "BESTS"

Walk through the Jacob J. Javits Convention Center during the 78th New York National Boat Show, January 9th to 17th and find a world of "bests" in boats, engines, accessories and more.

"Both beginners and seasoned mariners alike will find the 1988 show a spectacular display of all the newest boating innovations," said Frank Scalpone, managing director of the boat show. "Attendees will want to spend hours browsing through everything the world's oldest boat show has to offer."

Spanning the entire main floor of New York's new, ultramodern convention center, the sparkling marine showcase will encompass more than 1,000 sail and power boat and thousands of marine accessories.

As visitors tour the exhibition, they will find one of the largest collections of impressive powerboats ever in show history.

After touring the wide world of boats for 1988, an endless array of engines, electronics, accessories and marine services awaits.

And remember, the boat show is always one-stop shopping. A variety of marine finance companies will be set up to provide on-the-spot financing.

A special attraction during the 78th National Boat Show will be meeting and greeting Tania Aebi, 20, one of the youngest people ever to have sailed around the world alone. Her thrilling two and one-half year journey, which began in May, 1985, was recently completed in New York.

For those who want to preview the show before it opens to the general public, Friday, January 8, is Red Carpet Day. A specially priced $15 Red Carpet ticket will be available at the convention center.

Dates and times for the 1988 New York National Boat Show are as follows:

Red Carpet Day: Friday, Jan. 8: 10AM to 6PM.
Public Hours: Saturdays, Jan. 9 and 16: 10AM to 10PM; Sundays, Jan. 10 and 17: 11AM to 7PM. Monday

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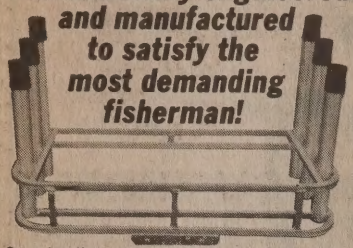

Save loading space in your 4WD vehicle by installing one of our cooler racks and move your cooler and rods up front where they belong.
- Made of heavy gauge aluminum square tubing.
- 2" diameter aluminum rod holders with synthetic rubber tips will fit any size rod.

NEW! **AVAILABLE IN 4 SIZES**

No. 48 - Aluminum Cooler Rack $149.95
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Fits 80 Gott, 86 Igloo and 100 Coleman coolers. (6 rod holders)
No. 151 - Aluminum Cooler Rack $214.95
Fits 151 qt. Igloo cooler (8 rod holders)
No. 172 - Aluminum Cooler Rack $249.95
Fits 172 qt. Gott cooler (8 rod holders)

"BOLT-ON" Installation Kit
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Optional "Bolt-On" **steel** installation kit requires **no welding** and allows removal of rack in less than 2 minutes for easy storage. Installation kits are available for most popular 4WD vehicles.

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For those people interested in having us install the rack and installation kit just call us for an appointment.

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Igloo And Gott Coolers
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151 qt. Igloo Cooler $159.95
172 qt. Gott Cooler $199.95

***Aluminum Rod Rack* $99.95**
- Same aluminum square tubing and 6 rod holders like our cooler racks.
- Flat mounting surface lets you bolt it on your bumper.

Aluminum Sand Spike
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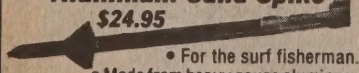

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through Friday, Jan. 11 to 15: Noon to 10PM.

Admission is $7 for adults; $3 for children.

The New York National Boat Show is owned and produced by the National Marine Manufacturers Association.

LOOK OUT FOR HYPOTHERMIA

Sportsmen and others outdoors during these beautiful days should beware of hypothermia even on days which seem "nice and mild." It's an insidious condition and it can affect you when you least expect it.

Hypothermia occurs when the body's temperature drops below normal and heat loss continues. Uncaught or untreated, it can be fatal and it has been noted that hypothermia is one of the leading killers of outdoors enthusiasts. "Normal" temperature can vary between 96.5 and 100 degrees F. It is a small range with only about 3½ degrees of tolerance. Excessive heat loss can result from wind, wet weather or just plain cold. If this loss is not stopped, body functions slow down, judgment and reactions are impaired and, if the condition is allowed to persist, the individual is chilled to the core and the body's heat producing mechanism itself slows down.

The best way to deal with hypothermia is not to let it occur. Plan ahead in both clothing (to prevent heat loss) and food (to help generate heat).

Body heat is lost to the environment in many ways. It may be lost through direct contact with a cold object or surface (conduction); by movement of air which carries off body heat (convection) or by the loss of body heat to the atmosphere even when wind protected (radiation). It may be lost by the evaporation of moisture from the skin (through sweating or if wet) and it is lost through the exhalation of warm air from the lungs. The most vulnerable part of the body is the head and it is estimated that on a mild day (ca. 40 degrees F) as much as 50 percent of the body's heat may be lost through the head. This is a scientific way of confirming the old woodsman's adage, "If your feet are cold, put on your hat."

The important thing is to plan ahead. Remember how easily and quickly the weather can change. Store exta gear in your pack and carry high energy foods and warm fluids. Be prepared for a change of temperature, rain or an emergency overnight. Be especially aware of the areas most subject to rapid heat loss: the feet, hands and head. Use clothing which retains its insulating ability even when wet—like wool and some of the new man-made fibers. Keep warm boots in your vehicle if there is any chance of having to walk for assistance. Consider carrying a space blanket or a light but efficient sleeping bag. Some of the new fibers are quite effective even when wet and can be stuffed into a pack about the size of a small package. A small thermos of warm liquid is also helpful in restoring warmth.

As hypothermia begins the victim begins to shiver, becomes confused and sleepy. Eventually there is stiffness, unconsciousness and death. Fast action is essential. Anyone suffering from hypothermia—even the early states—should be placed in a situation where further heat loss is reduced: out of the wind, off cold surfaces, with wet items removed. Depending on how long the person has been chilled, the victim's heat producing mechanism may or may not be operating normally. If a victim has been chilled for a long time, external heat will be essential. This can be provided by a fire or by body heat of one or more companions. In cases of severe chilling it is vital to get medical assistance immediately and provide the medical team with full information about the nature of the hypothermia.

But the best way to deal with hypothermia is still prevention. Dress appropriately and if you, or a companion begin to get cold, stop and warm up. Hypothermia is a killer lurking in the most beautiful settings. Be prepared.

ALERT ON FISH TOXICITY

The National Wildlife Federation reported in August that the Federal Food and Drug Administration (FDA) and the Environmental Protection Agency (EPA) have disagreed over methods to evaluate health impacts of eating fish caught in the Great Lakes.

In their report they stated that anglers catching fish out of Lake Huron, for example, would be told by Michigan officials that fish contaminated with up to 25 parts-per-trillion of 2,3,7,8-TCDD (dioxin) were safe to eat. Ontario officials, to the contrary, warned that those same fish were not safe for consumption.

Predictably, the conflicting advice about the health risks of consuming Great Lake sport fish undermined the credibility of the advisories. Many people ignored, even ridiculed, the warnings.

Early last spring, the disagreements came to an end. The eight Great Lakes states and Ontario simultaneously released updated, uniform fish consumption advisories for each of the lakes.

Although reaching an agreement on the fish consumption advisory has been difficult and time consuming, the impetus for developing a uniform advisory began a year ago May when the governors of the Great Lakes states signed a toxic substances control agreement. Later, the provinces of Ontario and Quebec signed the agreement, too. It included a provision (proposed by NWF) that committed the states to agree on a common fish consumption advisory for each of the Great Lakes by the 1987 fishing season.

The agreement triggered a series of

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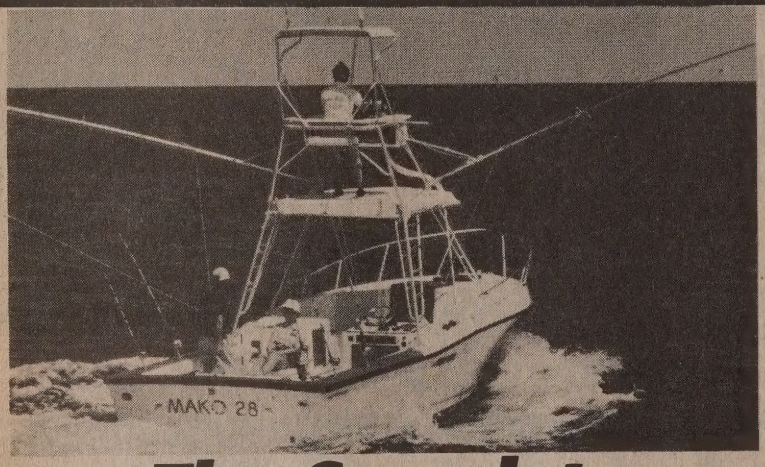

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MAKO MARINE
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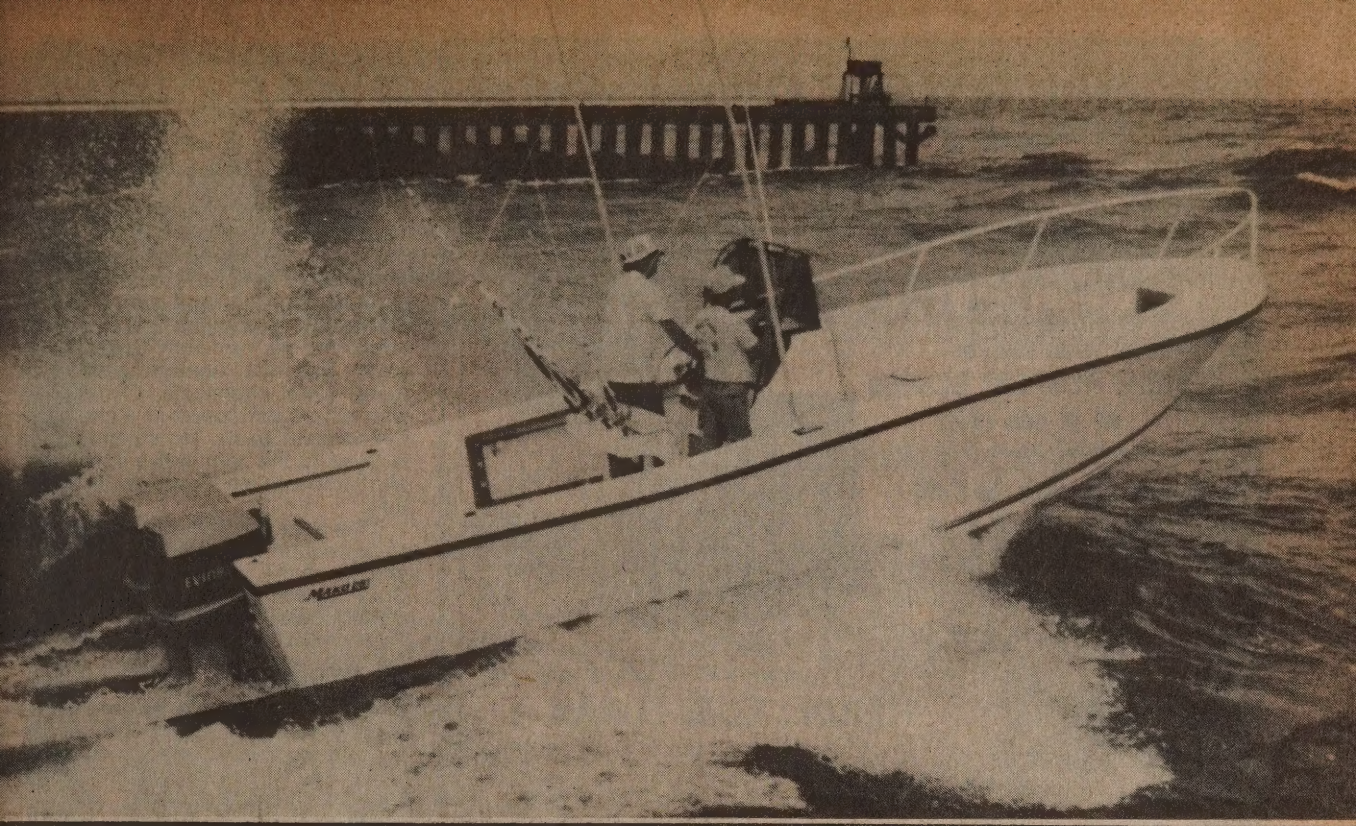
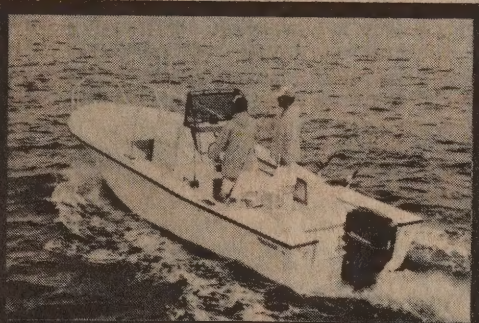


TWO NEW "CLASSIC" MAKO CENTER CONSOLES
The Wide Beam 261 And The 231 Featuring C-PAK.™
Quality, Value And Fishability For Over 20 Years.

The 261 and 231 join a long line of "classic" Mako center consoles. For over 20 years Mako has been the innovator and leader in designing and manufacturing quality fishing boats. Because Mako has always been the leader, people expect more when a new Mako is introduced. The 261 and 231 will not disappoint a soul. Both feature the new Mako designed C-PAK (Console Portable Accessory Carrier) Patent Pending. The C-PAK is a removable electronics container built into a totally new console. When you leave the boat, you just take all of your electronics with you in the C-PAK. It's easy and your gear is alway safe. It is just one more idea from Mako.

The same principle is true with the 261 and 231 large, deep fish boxes. They too are removable. Not only do you simply carry your catch to the cleaning table, but you expose batteries, washdown system and oil reserve. Easy access. A riggers dream. The console also opens up for full storage and again to aid the rigging of controls and electronics. You'll find rod lockers, all types of storage, big, deep, rounded live wells and everything else you have come to expect from Mako. The 261 is 26'4" with a 8'6" beam. 200 gallon fuel tank. Rated for 400 H.P. The 231 is 23'2" with an 8' beam. 160 gallon fuel tank and rated for 250 H.P. As in all Makos, they're foam-filled and self-bailing. All transom options are available. See these new models, plus the new 21C at your Mako dealer.



MAKO 231

MAKO'S C-PAC SYSTEM

You know that in the world of sportfishing, Mako stands for quality and fishability. But equally important is the fact that Mako offers the very best value when you buy your Mako, and the highest resale value when it's time to trade. But don't believe us, ask a Mako owner. Mako...High quality doesn't mean high price...except when it's time to trade.

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Compact, Small Boat
RASTER SCAN RADAR

- Perfect for small boat applications
- Daylight visible
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- Lightweight dome antenna

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THE MOST COST EFFECTIVE LORAN NAVIGATOR AVAILABLE!

FURUNO LC-90 LORAN

- 5 lines of information displayed at all times • 100 waypoints
- Displays range & bearing, cross track error, time to go, velocity and speed
- Built in alarms for cross track error, arrival, border and anchor watch

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FURUNO FCV-662
6" DUAL FREQUENCY
COLOR VIDEO SOUNDER
— LOOK OUT FISH —

- High resolution 6" display
- 8 color discrimination
- Dual frequency transducer - 50 & 200 KHz
- Built-in depth or fish alarm
- 1 page instant memory
- Optional water temp./speed transducer available
- Bottom lock

FURUNO'S 6" DUAL FREQUENCY
MONOCHROME VIDEO SOUNDER
FMV-602

- 6" amber display
- 4 level discrimination
- Bottom lock
- 1 page instant memory
- Optional water temp/ speed transducer available
- Built-in depth or fish alarm
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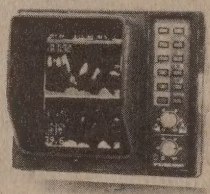

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negotiations between public health and fisheries officials from the states and provinces bordering each of the Great Lakes, the Great Lakes Fisheries Commission, EPA and NWF's Great Lakes Natural Resource Center.

The state, provincial and federal officials who developed the advisory recognize the need for further improvements and are continuing to meet. One of the most critical issues now being considered is how to account for the fact that Great Lakes sport fish are contaminated with many toxic chemicals. Current advisories are developed on a chemical-by-chemical basis. No consideration is given to the cumulative impacts of all the chemicals known to be in the fish.

"The data suggest that current fish consumption advisories fail to warn anglers of the true risk of consuming Great Lakes sport fish," said NWF Great Lakes scientist Dr. Jeffery Foran. "Until methods are developed for assessing the combined risk of the many chemicals found in the fish, and until agreement is reached on the appropriate risk-assessment techniques to be used in evaluating these risks, we can't be sure the Great Lakes anglers are being told the whole story."

NWF's Great Lakes center is continuing to participate in the interstate and international talks on these issues in order to ensure that Great Lakes anglers receive accurate and complete information. Also, the Federation has awarded fellowships to two Univeristy of Michigan public health graduate students to develop risk assessments for DDT and dieldrin contamination of Great Lakes fish.

Foran, who is supervising the work, says NWF will share the studies with the state agencies and that they will help lay the foundation for improvements in next year's advisories.

ADVANCES IN TECHNOLOGY EXPAND MARINE ELECTRONICS

It used to be that a captain would set out with not much more than his compass and his experience to guide him along the water. Things have certainly changed.

Stimulated first by the space program and then by the computer revolution, the marine electronics field has undergone rapid changes within recent years. While these electronics products have been on the market for many years—some since the 1950s—factors such as size, price and complexity have kept them restricted mostly to the commercial markets. Manufacturers of sophisticated radar and Loran navigation systems agree that advances in high technology have opened up the recreational boating market to them.

While Loran (Long Range Navigation Equipment) was developed during World War II to guide ships across the Atlantic, it is now almost essential equipment for the Coast Guard,

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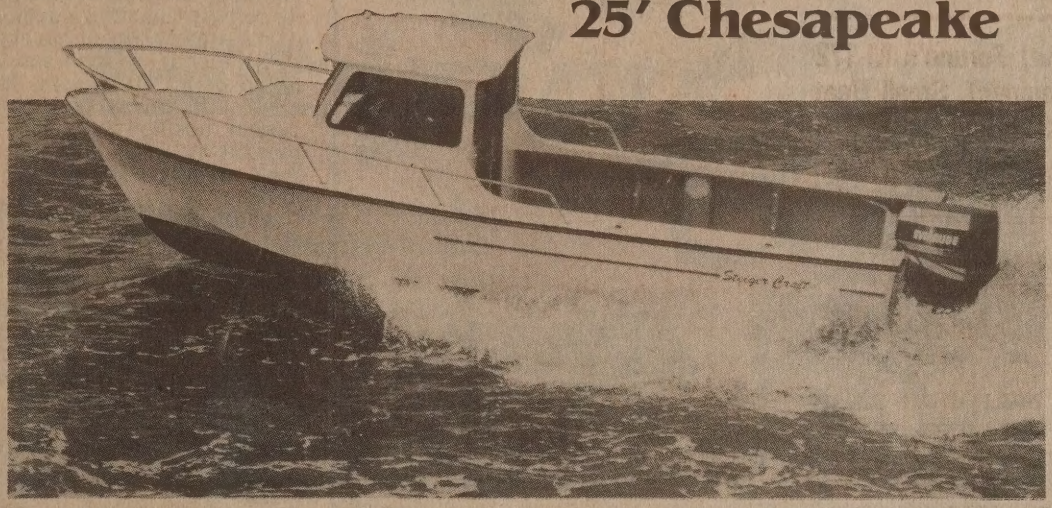

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fishermen and pleasure boaters alike. Loran has undergone major changes, with large-scale integrated circuitry causing the prices to decline, and most likely to continue their decline. "This is one reason why the Loran market is so big today," says Michael Mitchell, national sales manager of Raytheon. "There's been a definite upward trend in sales due to better technology, smaller equipment and lower prices." About six years ago, Loran prices started at about $2,00. Today's mid-range Apelco units are much more sophisticated and sell for about $600. In fact, Loran C is nothing short of an onboard microprocessor computer at an affordable $800 or so. Its software displays a standard chart of the area on which the skipper can plot the boat's course and watch its progress on the screen. Fishermen appreciate the ability to program a certain position into the system's memory so that they can relocate their favorite hotspot even months later.

Autopilots, first developed in the early 1950s, were used mostly in naval and commercial applications. Today approximately 70 percent of the buyers are recreational boaters, according to Bob Crick, product support manager of Cetec Benmar. "High technology has certain made equipment more affordable and led to a steady increase in sales in recent years." Autopilots are popular because they allow the captain to enjoy an extended voyage and eliminate some of the boredom and fatigue. Some of the features include an alarm to alert the captain if he's strayed off course, or to tell him that he's arrived at his destination.

Fog and bad weather may have ben a boater's worst enemy until companies like Raytheon began mass marketing radar to the general consumer in 1951. Like its aviation counterpart, marine radar will guide the boat safely around land masses, buoys, and other boats. So common are radar systems becoming that many small fiberglass boats are installing reflectors to make themselves "radar visible." Seven years ago the least expensive radar system was about $3,000. Superior quality, smaller systems are now about half that cost. And advances are still coming rapidly. The current seven inch radar screen is half the size of its two year old predecessor. Rasterscan technology is a major improvement in image quality and soon radar will be interfacing with navigational systems.

While the ultimate purpose for most marine electronics is safety, it isn't uncommon to find a pleasure boater who is equipped with a sonar fish finder/depth finder to improve on his own fishing intuition.

For now, what this all adds up to is *availability* for the average boater. Equipment to improve safety, pleasure and sport is obtainable not only to yacht owners but to owners of small boats as well.

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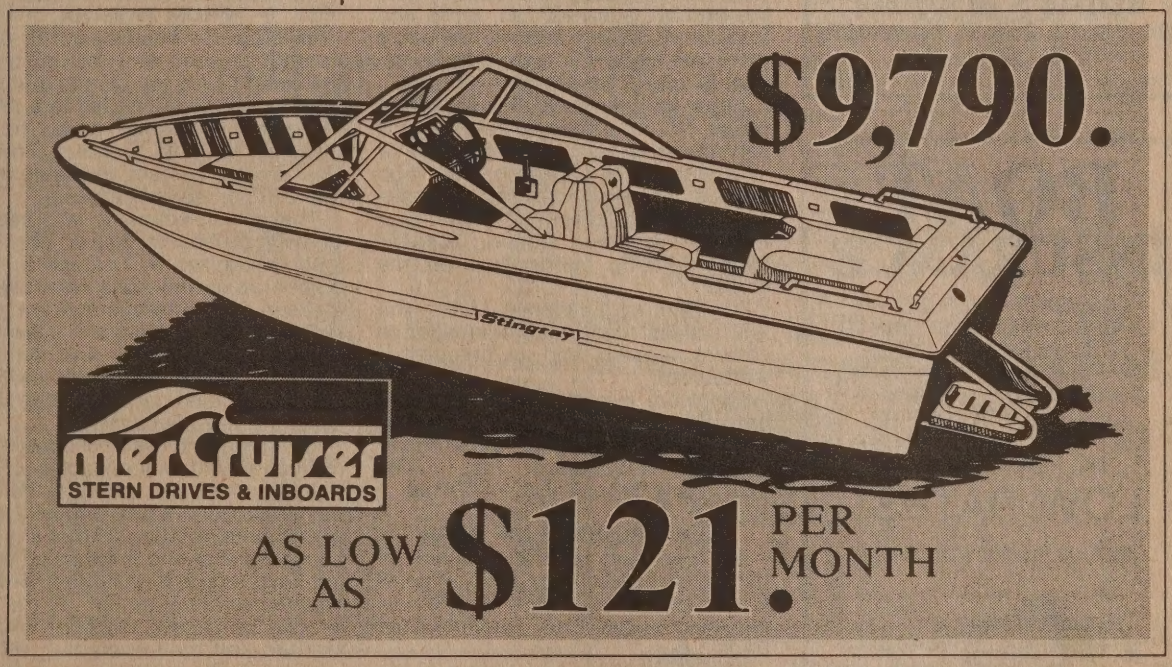

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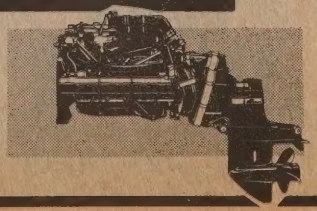

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New Products

NEW LOWRANCE X-30 FEATURES "FISH FLASH"

The folks at Lowrance Electronics say advanced technology is the key to simplicity.

To prove it, they point to the X-30 LCG (liquid crystal graph). It's fully automatic, yet offers a combination of features unmatched in the industry.

Foremost is a revolutionary fish identification system called "Fish Flash." The X-30 utilizes a special computer program to analyze objects not attached to the bottom or other structure. Those identified as fish appear on the screen as flashing pixels for easy identification.

A fish alarm feature audibly alerts the operator to the presence of fish, and a zone alarm system warns of depths above or below any preselected range.

Lowrance's patented Grayline feature clearly separates objects near the bottom, such as fish, rocks and trees, from the true bottom. The unit's glare-free display screen, with 82 vertical pixels, is backlit for night use.

Other features include 600 watts of power, 10 foot zoom and bottom track settings, automatic discrimination for interference-free operation at high speeds, digital depth display (in one-tenth of a foot intervals), and a "user friendly" keyboard offering step-by-step operating instructions on the screen.

As with all Lowrance LCGs, the X-30's stylish case is nitrogen-filled to prevent fogging and is completely waterproof.

For more information on the X-30 and other Lowrance products contact the Public Relations Department, Lowrance Electronics, Inc., 12000 East Skelly Drive, Tulsa, OK 74128.

NEW BRONCO SURF BAGS

In response to the request of fishing enthusiasts for a wider selection of tackle bag styles, we are now introducing two new Bronco Lure Bags.

The cry of "it's either too big or too small" will no longer be heard in the tackle bag department. For those who prefer to travel light, there is the smaller, more compact Bronco Lure Bag 3; and for the angler who takes everything but the kitchen sink on his/her fishing excursions, there is the "Big Bronc," Bronco Lure Bag 4.

All popular features of the original Bronco Lure Bags are retained in the newest models. They include: quality American made, heavy duty yet lightweight bag with non-corroding, molded styrene tubular insert.

The compact Bronco Lure Bag 3 features a single row insert of 5 molded styrene tubes, 7" in height, 2" tube I.D. and overall length of 10".

The "Big Bronc" 4 insert has 10 tubular compartments 10" high, 5" deep and 12" long and is covered by two flaps to keep lures in place when wading. A second insert on the front of the bag is 10" long, 7" high and 2" wide. Just in case that is not enough storage for the avid angler, a flap covered pouch on the outside of the bag provides extra storage for leaders, droppas, scale, etc.

It's all in the bag—the Bronco Lure Bag selection, whose exclusive distributor is Merrick Tackle Center, 2655 Merrick Road, Bellmore, NY 11710. See all styles there, or call (516) 781-7766 for more information and the name of your nearest dealer. Dealer inquiries are welcome.

COUNTER ROTATION DUAL ENGINE SYSTEM FROM YAMAHA

Whether it's heading out to ocean depths for tuna and marlin, trolling the Great Lakes for salmon and steelhead or an all-day cruise to a private hideaway, Yamaha adds to the pleasure with its Counter Rotation Dual Engine System, available in 150 and 200 horsepower models.

The power, economy and security of twin outboards power has been long recognized by boaters. But two outboards on the transom causes increased engine torque and arm-tiring fatigue for the skipper and a level ride is nearly impossible. And with two controls, two trim and tilt switches and two ignition panels with separate keys, the helm is cluttered.

To answer the needs of boaters and overcome and inadequacies of two right hand torque engines, Yahama has developed its dual engine system with counter rotating motors, the right hand torque of one is balanced by the left hand torque of the other. With the counter rotating action of the outboards' propellers, the boat will ride straight and maneuverability will be increased. By putting one motor in forward and the other in reverse, the counter rotating dual engine system will allow the boat to turn in its own length.

Standard features on the 150 hp and 200 hp counter rotating dual engine system include Precision Blend oil injection, eliminating the need to mix oil and gas and providing clean burning, economical performance and loop-charging for greater combustion efficiency and better performance with less fuel. A Dual Binnacle Control combines the trim and tilt switch for both engines, enabling

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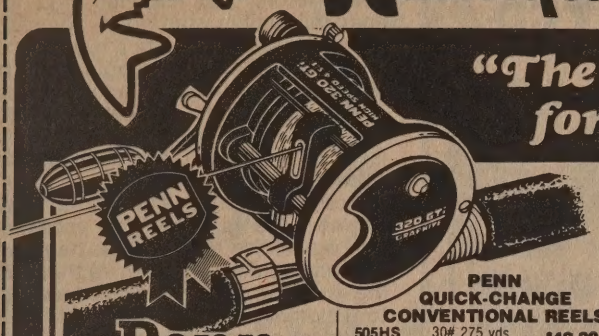

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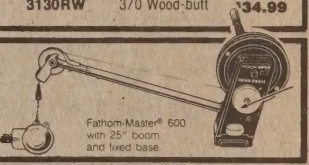

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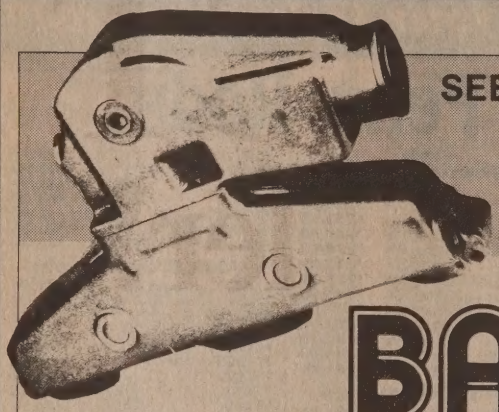

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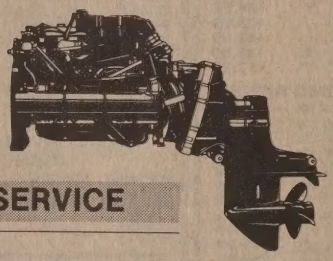

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the boater to move the motors up or down together, and a separate switch for each motor so he can fine tune the operation or raise one motor out of the water for trolling. Also featured is a single safety lanyard that stops both motors, and matched keys for easy, no-fumble starting. A common warning system sounds a buzzer and lowers the rpm of both engines in the event of low oil in either outboard, and if an engine stalls, a buzzer sounds three times so all a boater needs to do is to look at the tach to tell which engine has shut down.

Both the 150 hp and 200 hp dual engine systems offer better acceleration due to the four degrees negative trim and 16 degrees positive trim and the water pick-ups have been lowered to accommodate higher mounting. A sleek lower gearcase provides high speed stability and improved fuel economy. New for 1988, the Yamaha Counter Rotation Dual Engine System will feature the Yamaha LCD Marine Meter, providing the tach, trim and oil warning status all in one quick view.

For corrosion protection, the motors include sacrificial anodes in all prime locations and a five step paint process and waterproofed parts for longer life. The motors are backed with Yamaha's two year factor limited warranty.

For more information on Yamaha's counter rotating dual engine systems, call 1-800-447-2882 for the location of your nearest Yamaha dealer or write Yamaha Marine, P.O. Box 6555, Cypress, CA 90630.

1988 EVINRUDE "SPL" MODELS OFFER ECONOMY AND VALUE

Evinrude's popular line of "SPL" models continue to offer utility of design with important convenience features for 1988. Available in 28, 48 and 88 hp models, each offers Evinrude technology without costly optional features.

Introduced in the 1986 model year, the 28 SPL returns with its back to basics approach. Available in a 20 inch shaft length with remote electric start, it features a 31.8 cubic inch powerhead for excellent performance. A simplified remote control is included. The ignition and emergency ignition cut-off switch are dash-mounted.

A six gallon fuel tank is standard and it will run on a 100:1 fuel/oil ratio.

Fish line cutters are designed into the gear case and propeller to protect the propshaft seals.

The 48 SPL model returns for 1988. Rated a full 48 hp at the prop, it is available in a 20 inch shaft remote electric start model. A 17 inch prop and six gallon fuel tank are standard.

It uses the standard Evinrude remote control with single lever action. A fuel/oil mixture of 100:1 ratio is recommended for economy and convenience.

The loop charged model uses a 4499 cubic inch block. Automatic temperature and pressure controlled cooling provides faster warm-up and better idling. Fuel injection starting

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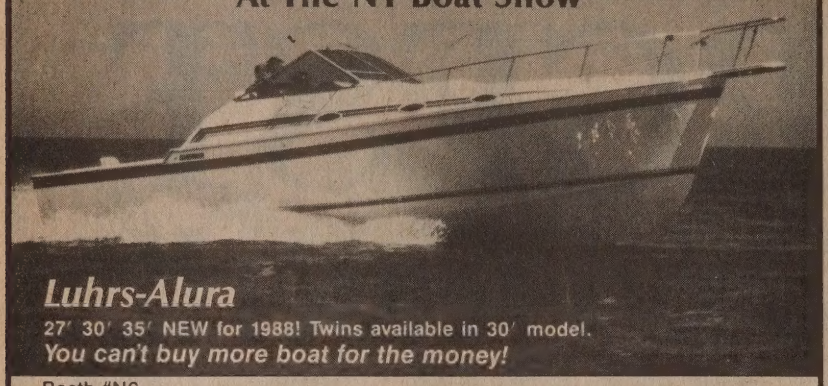

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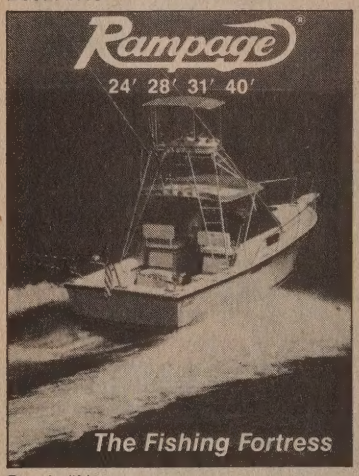
Booth #N6



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provides quick starts and minimizes the chance of engine flooding.

Rounding out the popular SPL series if the 1988 88 SPL model. Available in a 20 inch manual trim model, it is rated at a full 5,000 RPMs. A 50:1 fuel/oil ratio is recommended operating on a standard fuel pump.

A standard 3/6 alternator provides power for on board electrical accessories. An anode in the propeller shaft housing provides added anti-corrosion protection.

The 90 degree, V4 99.6 cubic inch block provides power for both cruising and water skiing. Tuned exhaust provides more power and efficiency. All three models qualify for the OMC 1 ± 2 Extended Warranty Plan.

NEW SI-TEX EZ-97 LORAN C NAVIGATOR

The new Si-Tex EZ-97 is the smallest, most affordable full featured Loran C navigator on the market today. It's as easy to operate as it is easy on your budget. And it comes with a "how-to" video tape.

A 60 position memory is accessible via a tone-responsive keypad. Waypoint sequencing can be totally automatic for up to ten specific locations. Ten instant-position memories let you "fix" those fishing hotspots and return directly to them any time.

En route to a destination, ComPuNav course computer keeps you on course with digital displays of cross track error along with bearing, speed, time and distance information.

Along with your purchase of an EZ-97, at no additional cost, Si-Tex is including a high energy video tape of instructions on how to get the most out of this Loran C navigator. They say this 30 minute tape is so complete the user won't even have to read the manual to operate his Loran like a pro.

For more information, write Si-Tex, P.O. Box 6700, Clearwater, FL 34618; (813) 535-4681.

NEW LAUNCH RAMP KEEPS FEET DRY

A clever aid to safe boat launching and retrieval is now available from Wesbar. The new "Launch 'N Load" walk ramps allow convenient acess to the boat, by way of the trailer tongue without having to do a balancing act.

Available in 24 and 36 inch lengths, these ramps provide a sturdy area to walk on while either launching or loading. Easily installed, they connect to the center tongue of the boat trailer. The generous 9½ inch width permits the boat owner convenient access to his craft without the hassle of wet feet and clothes.

The "Launch 'N Loads" are sturdily constructed of galvanized steel to withstand corrosion in hostile environments. Self-adhering non-skid pads and mounting hardware are included.

The two lengths make possible the right combination of ramps to fit individual trailers. These ramps will alleviate part of the frustrations which

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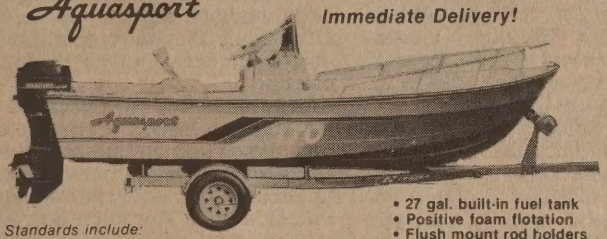

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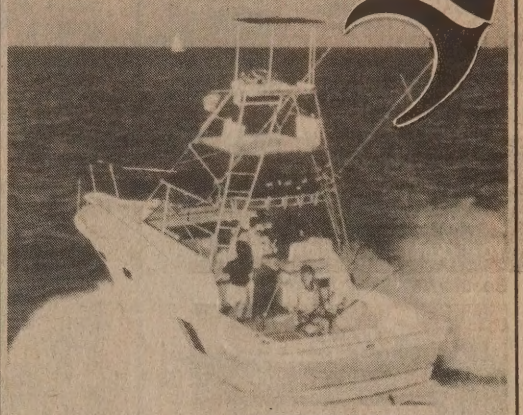

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- 15 year limited hull warranty
- Dockside power
- Hot water
- Full galley
- Sleeps 5
- 11' beam
- 300 gallon fuel
- Large stand-up shower w/head
- 31' L.O.A.
- 72 qt. circulating live well
- 32 gal. pressure water system

AQUASPORT 281 FAMILY FISHERMAN WITH 350 C.I.D. STRAIGHT INBOARD

Exceptionally Functional! • Exceptionally Comfortable! • An Exceptional Value!

A super versatile 28 footer!

The ideal boat for fishing, diving or family cruising!

SPECIFICATIONS:

- L.O.A. 28'10" (includes pulpit)
- Beam 9'7½"
- Hull type: Deep V
- Fuel cap. 150 gal.
- Draft: 29"

Standard features:

- Hydraulic steering
- Trim tabs
- Full instrumentation
- Marine head
- Cabin lighting
- S.S. prop shaft, rudder & strut
- Bronze sea strainers
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CENTER MORICHES: At Old Neck Marina, 222 Old Neck Rd., C. Moriches (Home of Used Boat Haven) 516-878-2970
NEW YORK: 10 Pennyfield Ave., Bronx, N.Y. 10465, 212-824-4000
CITY ISLAND: 150 City Island Ave., City Island, N.Y. 10464, 212-885-2000
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228-G with 200 H.P. Johnson	$258.00/month
227 SEAFARER with OMC 230 Cobra	$247.25/month
226 SEAFARER with 200 H.P. Johnson, 55 auxiliary tank	$236.50/month
230 GULFSTREAM 9'3" beam, with Twin 150 H.P. Johnson	$333.25/month
240 OFFSHORE OMC 260 H.P. Cobra I/O	$258.00/month
242-G OFFSHORE w/175 H.P. Johnson Outboard	$268.75/month
255 SAILFISH 9'6" beam, Twin 175 H.P. Johnson	$397.75/month
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are often a part of the retrieval process.

Suggested retail price of the "Launch 'N Load" walk ramps are $24.99 for the 24 inch length and $29.99 for the 36 inch length.

From Wesbar Corporation, P.O. Box 577, West Bend, WI 53095; (414) 334-2381.

THE PERFECT BOATING WALLET

On land, sea or foam, you'll never lose this wallet. If dropped in the water while boating or swimming, it floats to the surface with your money, credit cards, keys and passport, all sealed in by Velcro. Included is a waterproof pouch for documents.

This is the wallet IBM chose to give the athletes at the recent Olympic games It is now in use as an all-around sports wallet in over 70 countries around the world. You may have seen it featured in Parade, The New York Times, Washington Post, AAA Travel Club, etc. It is also recommended by Security Police worldwide. Many travelers call this "The Smart Wallet" for sports, travel, and security. Keep in mind, the outer wallet may get wet or soiled, but it's washable as well as floatable. The double-sealed pouch provides a waterproof compartment to keep your watch, passport, etc., as "dry as the Sahara."

The Wordl's Safest Wallet and Key Guard offers an unbeatable combination for travelers and sports people alike. Not only is it pick-pocket proof and floatable, but this is the only wallet in the world that gives you the choice of a dozen-plus ways to wear and conceal it.

From Christopher Travel Discoveries, 10 Fenway North, Milford, CT 06460.

HUMMINBIRD'S NEW LCR 4x6

For 1988, Humminbird introduces an amazing new depth sounder for the angler who thinks he's seen it all. With the high detail LCR 4x6, there is plenty more to see.

The first thing you notice about the LCR 4x6 is the screen. This 6 inch wide screen is featured on a depth sounder that's only 8½ inches wide. And with a crystal clear, high resolution display featuring over 30,000 pixels, you've got incredible detail for easy to understand readings.

The LCR 4x6 has an innovative, streamlined control panel, allowing complete control over all the unit's functions with just seven buttons. With the push of a single button the user can select a function, then increase or decrease the function—sensitivity, zoom, screen memory, alarms and more—with an easy to understand display of the adjustments right there on the screen.

This versatile unit also features Split Screen capabilities. With zoom and buttom-lock, the right half maintains the full depth reading while the left half displays the up-close reading down to a 7½ foot area for amazing accuracy to 3/4 inch per dot. And screen memory allows storing of screen for later comparison between past and current readings.

The 4x6 has a 240 foot maximum depth, plus all the features that have made the LCR series so popular with fishermen: total screen update, totally automatic operation, a lighted display for night use and a completely waterproof design. Optional surface temperature and trolling speed gauges are also available.

So for depth sounding dependability and picture perfect detail, look for Humminbird's new big screen unit: the LCR 4x6.

For more information, contact: Techsonic Industries, 3 Humminbird Lane, Eufaula, AL 36027; (205) 687-6613.

COLEMAN SINGLE BURNER STOVE GOES MATCHLESS

Coleman has added a new member to its matchless appliance family with the Electronic Ignition Single Burner Propane Stove.

Great for emergencies and quick-fix coffee, this pressure regulated stove lights quickly and easily.

It has a fully adjustable heat setting and will put out up to 10,000 BTUs for fast meal preparation. It is also compact, 7"x7"x3½" for easy packing.

This stove will burn from 1.5 to 2.5 hours with a 16.4 oz. bottle of propane fuel, depending on burner setting.

For more informatoin, contact The Coleman Company Inc., Group-One, P.O. Box 1762, Wichita, KS 67201.

NEW, SLEEK STYLING AND TECHNOLOGICAL INNOVATION ACCENT 1988 FISH FINDERS/DEPTH SOUNDERS FROM BOTTOM LINE

In their 1988 catalog, Bottom Line introduces an entirely new concept in sophisticated fish finder/depth sounder technology: Simplicity.

The complete Bottom Line product family has been redesigned from the inside out. New, sleek, slash-proof cases enhance the eye appeal of the American made fish finders/depth soudners. And, revolutionary liquid crystal display sonar innovations position Bottom Line at the leading edge of marine electronics technology.

All Bottom Line's cosmetic and techncial refinements culminate in the Tournament 310 fish finder/depth sounder. More than 30 state-of-the-art functions, like selective discrimination, split-screen zoom plus an exclusive super heterodyne filter and "Fish D'Tec" mode, have been engineered into the trim unit. However, just five softkeys and a single rotary knob control everything. The Tournament 310 even has a fully automatic mode for hands-free operation and a unique record/playback capability.

Many of the same features have been built into the TBL 210. When innovations develop in the future, anglers can have their TBL 210 and Tournament 310 fish finders/depth sounders reprogrammed with the latest sonar software. Bottom Line's

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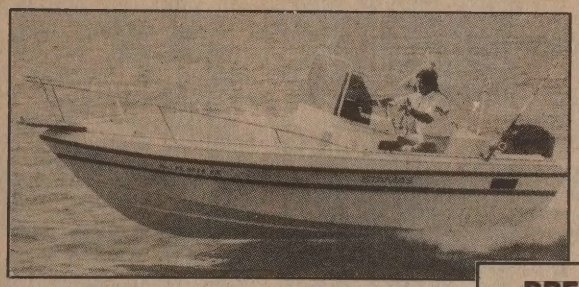

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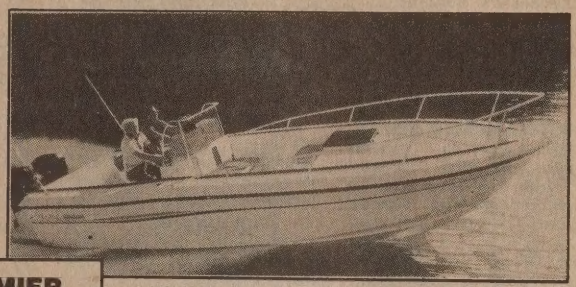
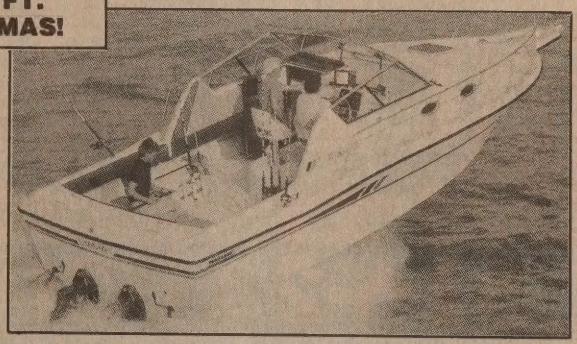


255 TARPON to 400 HP

255 FAMILY FISH to 400 HP



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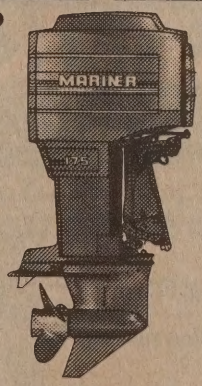

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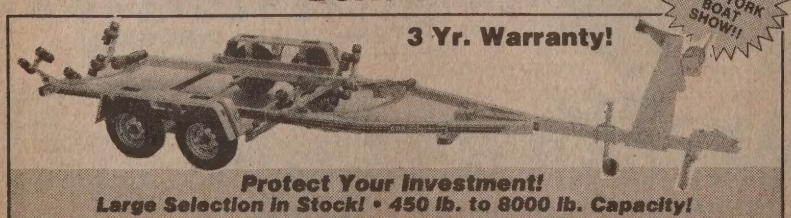

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TBL 100 and TBL 050 models make simply sophisticated fish finders/depth sounders affordable for even the most budget-conscious boater/angler.

For a copy of the 1988 Bottom Line catalog and details on how you can become an authorized Bottom Line dealer, write: Bottom Line, Computrol, Inc., Marine Electronics Division, Dept. P, Boise, Idaho 83706; (208) 376-0500.

FIRST SWAY CONTROL FOR HEAVY DUTY TRAILERS EQUIPPED WITH SURGE BRAKE SYSTEMS IMPROVES ROAD SAFETY, DRIVER COMFORT

Road safety for those towing heavy duty trailers equpped with surge brake systems can now be dramatically improved with the new Trail-Pac Model 4000AS Sway Control. Up to this time, no workable device existed to stabilize heavy loads such as pleasure boats, mobile homes, construction equipment, horses, campers, sports cars, etc.

According to Consultant Bobby Unser, this patented control minimizes sway created by passing trucks, sudden wind gusts, slippery or curving roads or sudden maneuvering, while providing optimum towing vehicle control. Recognizing the value of a sway control, leading vehicle manufacturers recommend its use for towing heavier loads.

One size Trail-Pac Model 4000AS fits all single and dual axle trailers p to 6,000 lbs. with A-frames or straight tongues. It is also compatible with all popular surge brake systems. The Trail-Pac control can be easily set for road conditions, trailer weight and driving comfort. It features easily replaceable friction pads, eliminating cables, adjustment handles and hydraulic components.

Installed parallel to the trailer tongue, the Trail-Pac does not lower road clearance and it's not necessary to remove before backing up.

The Trail-Pac Model 4000AS is available for $119 postpaid, satisfaction guaranteed, from Bleiler, Inc., 11512 N. Port Washington Road, Mequon, WI 53092; (414) 241-9508. Please specify surge brake make and model.

NEW OFFSHORE 24 JOINS GRADY WHITE FLEET

Grady White Boats of Greenville, NC recently introduced their new line of 1988 models which includes a new, walkaround cabin 24 footer: the Offshore 24.

The Offshore 24, available in outboard, inboard/outboard and Grady Drive bracket power, replaces the former Offshore 24 and Offshore Pro 24 models. With 8' 3" beam, 100 percent hand-laid fiberglass hull and deck and basic foam flotation, the new Offshore 24 continues the Grady White heritage of serious offshore fishing boats.

Features in the new Offshore 24 include a bow anchor locker, wide walkaround cabin, helm station radio box.

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MR 220V
110 H.P. EVINRUDE • 51 Gallon Fuel Tank

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200 H.P. OMC Cobra • Extras...Extras

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Family Fun • 48 H.P. EVINRUDE

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110 H.P. T/T EVINRUDE • Full Cabin

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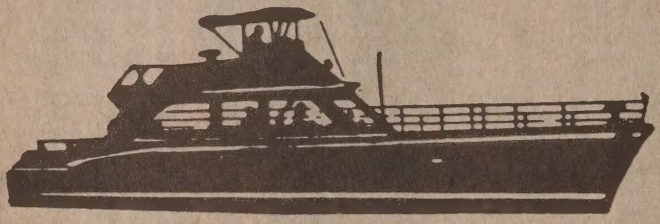

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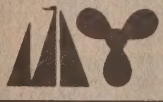

BOAT APPRAISALS
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cockpit tackle drawers and over 300 quarts of insulated, overboard-draining fish boxes. The wide open cockpit is sealed for true overboard draining capability through the four cockpit scuppers. In addition, two bilge pumps are standard equipment. The cockpit also includes horizontal rod racks and toe rails for securing feet when reaching over to gaff fish.

Cabin features in the new rounded cabin design include two full berths and room for a portable head. Optional racks for six offshore rods fold against the cabin interior sides when not in use.

All in all, the new Grady White Offshore Pro 24s are the culmination of over 29 years of offshore boat building experience. Grady White Boats has built sportfishing boats in Greenville, NC since 1958.

For more information, contact Frank Longino, Grady White Boats, Inc., P.O. Box 1527, Greenville, NC 27935; (919) 752-2111.

HOLDS YOUR HORSES

Armstrong Marine recently introduced a new line of all aluminum outboard transom brackets. Two durable colors are available: black and white. A matching platform can be added that will extend across the entire width of the transom. The platform may be used for diving, swimming, or engine maintenance.

The transom brackets are also designed so that they can be filled with foam if added flotation is required. The Armstrong Marine brackets can accommodate outboards of up to 235 hp.

For a copy of Armstrong Marine's new "Hold Your Horses" transom bracket brochure, call or write: Armstrong Marine, Inc., 2845 S.E. Monroe Street, Stuart, FL 34996; (305) 286-72034.

NEW RUST PREVENTING LUBRICANT PERFECT FOR BOAT CARE AND MAINTENANCE

Ultramate 2800 is a new premium qualty rust preventing lubricant boaters will find useful for preventive maintenance and clean-up. The multipurpose spray from Maurer-Shumaker, comes in a 6 ounce spray can or 1.25 ounce mini pump and has dozens of uses on boat and marine equipment and fishing gear.

Ultramate 280 is specially formulated with Protech-Shield, an exclusive wax-oil additive that coats metal for lasting protection against rust, salts and other marine corrosion. The product is an excellent penetrant and lubricant and has a moisture displacing property for combating problems associated with wetness on ignition components, instrumentation, and electrical equipment.

Boaters will find Ultramate 2800 helpful for lubricating cable connectors, props, steering mechanisms, sail mast fittings, hatches, turnbuckles and hinges. Additionally, the product can be used to prevent corrosion

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WITH 230 H.P. O.M.C. COBRA
(Also available with Evinrude Outboard or O.M.C. Sea Drive)

- CLL 24'2" • 118 gal. fuel
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- Bimini top, side & aft canvas
- 3 large fish boxes, O/B draining

Much more!

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210 FISHERMAN

WITH 175 H.P. O.M.C. COBRA I/O
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- 21' L.O.A. • 53 gal fuel capacity • Insulated fish box • V-berths
- Top, side & aft curtains
- Beam 96½"
- Fiberglass innerliner

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190 FISHERMAN WITH CUDDY CABIN

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(Also avail. with O.M.C. Sea Drive)

- CLL 18'2" • Beam 92" • Navy top • Side & aft curtains
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ALL PRICES BASES W/TAXES & FINANCE CHARGES ★ MONTHLY PAYMENTS ★

222 OFFSHORE WALKAROUND FAMILY FISHERMAN

WITH 175 H.P. EVINRUDE OUTBOARD
(Also avail. in O.M.C. Sea Drive & O.M.C. Cobra)

- Centerline length 22'2" • Beam 90" • Full canvas • 80 gal. fuel cap.
- Full fiberglass innerliner • 3 large fishboxes, overboard draining
- Teak rod racks
- Side & back curtains
- Big Twin V-Berth Cuddy
- Much more - **MUST SEE!**

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- Centerline length 20'2" • Beam 96" • Full canvas
- 62 gal. fuel cap. • Full fiberglass innerliner • Loads of dry storage
- Side & aft curtains
- 2 large fishboxes w/drains
- Large Twin v-Berth Cuddy

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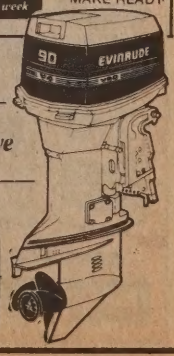

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due to loss of lead in regular gas with ReLead®
Boat owners face potential engine disaster resulting from the EPA's proposed elimination of lead in gas by January 1, 1988. The regular gasoline now available may not be suitable for all inboard engines, making adding an additive necessary. MDR introduces ReLead, a lead substitute gasoline additive to replace the loss of lead in gasoline, protect against valve seat wear and eventual engine failure. One ounce treats 10 gallons of gasoline. Contains NO alcohol.

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8 oz. can treats 80 gal. $5.95
Pint can treats 160 gal. $9.95
Quart can treats 320 gal. $17.95
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build-up on battery terminals and for general clean-up of oil and grease on hulls and in engine compartments.

For further information on premium quality Ultramate 2800 for boat and marine use, write for free pamphlet to: Maurer-Shumaker, 37025 Industrial Drive, Livonia, MI 48150.

RUBBING COMPOUND POLISHES AS IT CLEANS

As soon as a boat hits the water, chalking and oxidation begin to build up on the boat's hull surfaces. Even the newest fiberglass can quickly lose its luster.

"Rubbing Compound No. 1" from Boaters Choice has been developed especially for removing light chalking and oxidation from weathered hull surfaces. It is a fine grade white colored compound. A special abrasive acts as a polishing compound and will not scratch even the newest fiberglass.

Available in either a liquid or paste, the compound leaves no stain or discoloration.

Rubbing Compound No. 1 comes as liquid in pint bottles and retails for $5.95. The 12 oz. can of paste sells for $4.95. An economical quart size is priced at $9.95.

From Boaters Choice, Inc., P.O. Box 700398, Miami, FL 33170.

EASY TO USE LORAN C BY IMPULSE TECHNOLOGY

For locating last week's hot fishing spot or to help you navigate back to port, Impulse Technology introduces the Impulse 3000 Loran C, a navigational instrument designed for easy to understand use. The Impulse 3000 Loran C's LCD screen becomes an electronic canvas on which the Loran can plot complicated journeys and make them simple to understand.

The Impulse 3000 Loran C combines high performance and ease of operation to call up your favorite fishing hole and ultra-high graphics, using 20,480 pixels, draws a picture on the LCD screen outlining the course the boat has travelled and indicates the boat's present course.

Instead of the traditional seven-segment digital LCD used on other Lorans, Impulse chose to design the 3000 Loran C featuring the same high resolution, wide temperature LCD screen found on their fish finders. The video-like graphic capability of the 3000 Loran C displays effects of navigational forces, such as strong winds and currents and tells you how to correct your course to override these effects.

Other features of the 3000 Loran C include one-touch keystroke reference for present position, longitude and latitude, average speed and course, range and bearing to destination, time to go and crosstrack error. The unit allows you to store up to 80 favorite spots, whether it's a hot fishing hole or your marina, and it takes only one push of a button to provide you with the correct directions.

Built-in accuracy is easily achieved with the six preset notch filters, eliminating interference and ensuring your safe and accurate arrival or return. The Impulse 3000 Loran C features individual set-up so that you need only select the area of the United States you're boating in and the unit will look for stations in that area, measuring the time delays and computing changes in position.

A high speed microprocessor is the brains behind the Impulse 3000 Loran C, quickly calculating positions, reducing components, adding reliability and simplifying the unit's operations. An antenna coupler is included with the unit, along with an autopilot interface.

The 3000 Loran C is backed by a one year part and labor warranty and is supported by the Impulse Lifetime Service Program.

For more information on the Impulse 3000 Loran C, the next generation in Loran C navigation, contact Impulse Technology, 329 Railroad Ave., Pittsburg, CA 94565 or see your nearest Impulse dealer.

TRAILER HITCH HEADS

Hitch Heads, an innovative new idea from Game Fair, Inc., is the ideal way to prevent rust and corrosion on all trailer hitch balls. This decorative and functional accessory is available in four great styles including: Mallard, Pheasant, Black Lab and Horse. This colorful all weather accessory is adaptable to both 1-7/8" and 2" trailer hitch ball sizes. Super gift idea for the sportsman! Suggested retail price is $6.95.

Check your local stores for additional information on this "Made in the USA" product. Contact: Game Fair Products Division, 8404 161st Avenue N.W., Anoka, MN 55303; (612) 427-0944.

MAGNUM TRAILER IS TOTAL TOW SYSTEM FOR LARGE BOATS

A triple-axle trailer, designed as a "total towing system" by the manufacturer, provides optimum boat support and launch ease for large boats. It accommodates craft from 31 to 33 feet weighing up to 13,200 pounds. Width inside the fenders is 72 inches.

Called the Magnum DTR 3133/13200, it is part of the Magnum series from Calkins. This top of the line model combines an all-steel chassis with time tested components and superior hardware.

The patented, self-adjusting load distribution system assures proper support for the bigger boat. It has an unrivaled keel/chine support system with carpeted adjustable cradles and cross members as well as dual chine rollers.

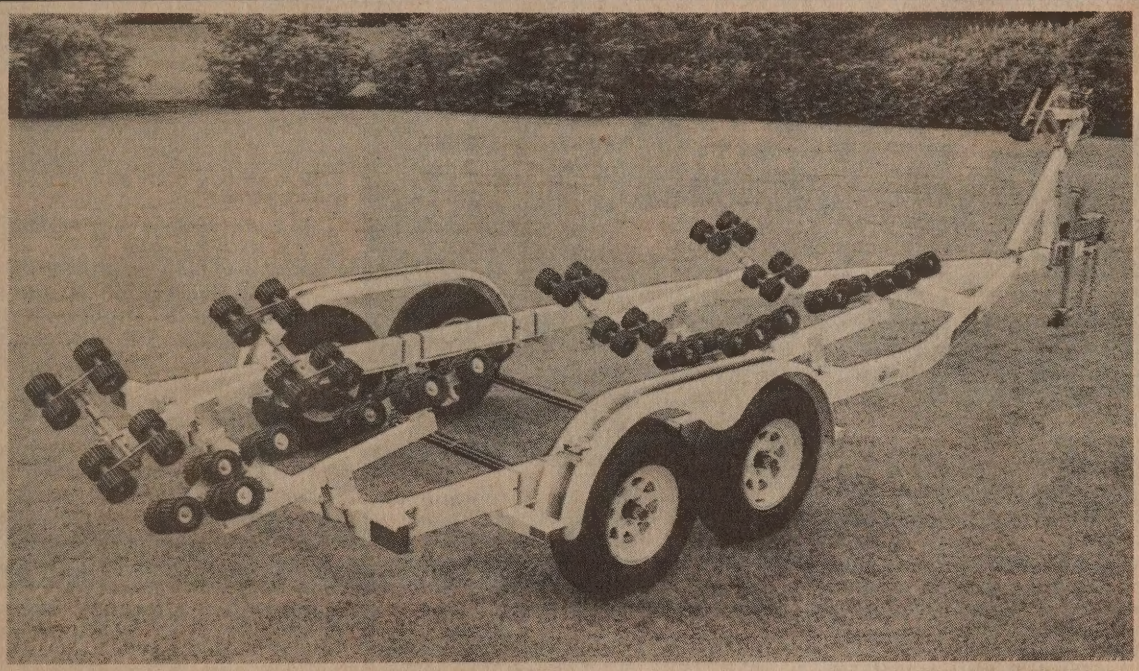
The large capture area and quick bow alignment design contributes to simple, straight-on loading. The heavy duty winch, cable and hook also speed the loading process.

Components include submersible light system, tongue jack, enclosed wiring and car-end pigtail, transom tie

6 Reasons for buying a 1988 E-Z Loader Trailer now...

E-Z LOADER

or how to save on the high cost of docking your boat - and still have fun in the Spring!



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2 IT'S COST EFFECTIVE
An E-Z Loader will pay for itself in no time! Nothing else you buy can get you that kind of return on your investment!

3 IT'S BETTER FOR YOUR BOAT
Your hull will love you for the support an E-Z Loader gives it!

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Your boat is worth more with an E-Z Loader, than any other brand!

5 BEST WARRANTY
You're covered for 2 full years with an E-Z Loader! The best protection in the industry!

6 BEST QUALITY
E-Z Loader uses quality materials & takes no short cuts. Compare tubing thickness · strength · design · workmanship. You'll discover differences that are more than skin deep.

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Announcing the first shuttle to fly between Wall Street and LaGuardia

Introducing The Pan Am Water Shuttle℠ It's one of the quickest ways from Wall St. to LaGuardia and back.

Operated by Stephan Sloan Marine. Water Shuttlle service begins at 8:45am from Pier 11 in Manhattan(near the corner of Wall St. and South St.) and is convieniently timed to arrive for The Pan Am Shuttle flights departing every hour on the half hour. And now World-Pass participants can earn 500 miles every time they take the Water Shuttle.*

Tickets can be purchased at Pier 11 or on the boat. No reservations are necessary. It only costs $20.00 one way and $38.00 roundtrip. And $1.00 from each ticket is donated by The Pan Am Shuttle and Stephan Sloan Marine to the South Street Seaport Museum.

Fly The Pan Am Water Shuttle and see how easy getting between Wall St. and LaGuardia can be.

From Pier 11	*From Marine Air Terminal*
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3:45pm	*8:45am*
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5:45pm	*4:45pm*
	5:45pm
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down brackets, dual safety chains and a bow stop safety chain. The trailer is available with rust resistant galvanizing or electrostatically-applied paint. The heavy duty axles are galvanized for long life.

The standard Sure-lube hub system protects bearings from corrosion, wear and water entry. A two-year limited warranty is offered on the entire Magnum series.

Optional equipment includes walk board kit, carpeted side guides and a spare tire carrier.

From Calkins Manufacturing Co., P.O. Box 14527, Spokane, WA 99214.

FURUNO'S WEATHERFAX WITH A TWIST

Furuno's award-winning FAX-208A is one of the most advanced weatherfax receivers ever put on the market and it is also a fully functional NAVTEX system with an optional built-in receiver/processor. An optional active antenna coupler is available that covers standard fax as well as the 518 kHz NAVTEX transmissions.

As a fax receiver, the FAX-208A produces exceptionally clear, detailed weather and satellite charts, with four gray-scale levels on 8 inch nonfading thermal recording paper with no unpleasant carbon dust or crinkled wet-paper readouts. The FAX 208A has a built-in synthesized receiver covering all known or upcoming channels, and offers microprocessor controlled scanning for any station or combination you may desire to program in. Other standard features include keep alive batteries to protect data in memory and a timer to activate the unit for preprogrammed schedules.

In the NAVTEX mode, the FAX-208A automatically stores all normal incoming traffic for later printout. For urgent messages, it automatically overrides the fax mode and prints them immediately.

Operation is from a 10-40 VDC universal power supply, drawing just 20W on standby and 40W operating.

For more information, contact Furuno USA, Inc., Box 2343, South San Francisco, CA 94083.

NEW 8 INCH CHROMASCOPE IS PACKED WITH FEATURES

Koden, the company that invented color video sounders a decade ago, has introduced a new chromascope with an assortment of features. The CVS-801 has high transmitting output power and a variety of frequency choices, making it suitable for commercial fishermen as well as weekend anglers.

The 8 inch screen displays high resolution images in 8 colors. Its wide array of functions include quick zoom and quick bottom zoom capability. Its auto range constantly shows the bottom on the screen. The five event memory retains water temperature, boat position and bottom depth information. The unit will sound an audible alarm at a preset depth, for a given water temperature or a school of fish.

In all, it has 17 display modes. A

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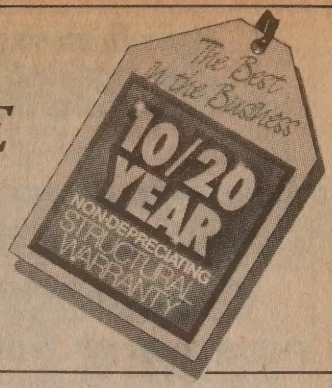

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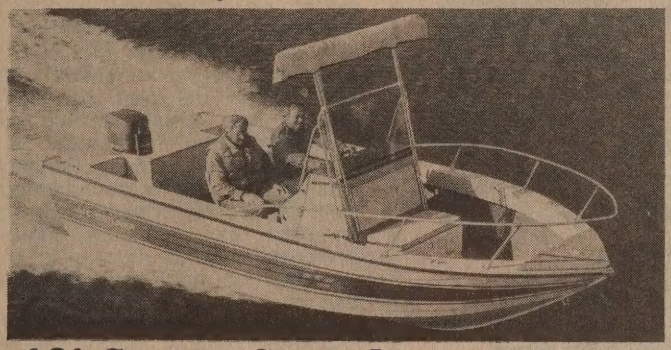
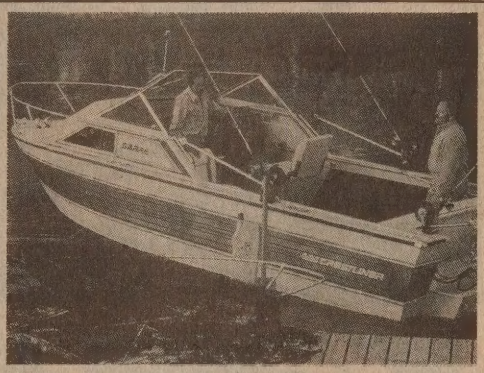
205 Cuddy

- Aluminum hull carries 20 year transferable hull warranty
- Roomy cabin • Deep V hull • 8' beam



19' Center Console

- All welded seams
- No rivets
- Deep V (no pounding) • Also avail. 18' & 20'
- Aluminum hull carries 20 year transferable hull warranty



Sabre 225 Sportfish

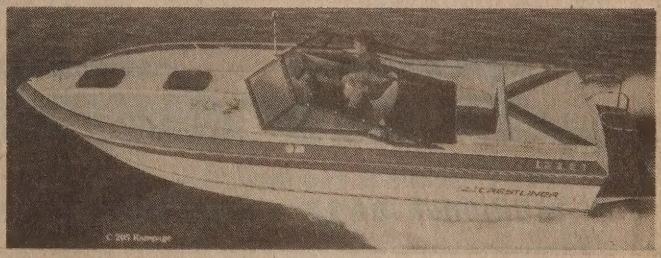
- Aluminum hull carries 20 year transferable hull warranty
- Deep V • 8' beam • Deep cockpit
- Spacious cabin

Excitement! Luxury! Power!

Rampage 205 & 245

These fiberglass beauties carry a 5 year transferable hull warranty!

- Muscular performance • Great interiors!
- Plush cuddy cabin • Contoured aft lounge
- Sundeck • Crestliner quality, of course!



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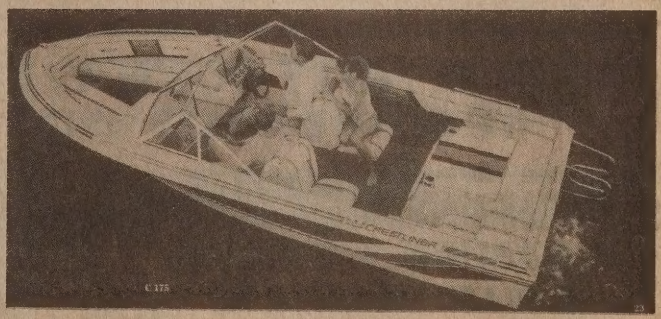
5 year structural warranty – The Best in its Class!



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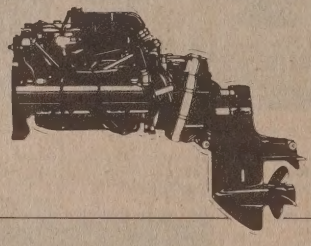

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navigation mode incorporates a window to alSO view bottom contours and fish targets. Fourteen basic depth ranges can be displayed from 0-30 feet up to 0-3840 feet.

The new color video sounder is housed in a compact, die-cast body. It can be interfaced with Loran C. Output power is 600 watts RMS. Frequency choices are 50, 120 or 200 kHz. It is available with transom mounted or bronze thru-hull transducer.

Suggested retail price of the CVS-801 with transom mount transducer is $1,745. WIth bronze thru-hull, the unit is priced at $1,795.

From Koden International Inc., 77 Accord Park Dr., Norwell, MA 02061.

RAYTHEON BREAKS TECHNOLOGY BARRIERS WITH NEW RASTER SCAN RADARS

Raytheon Marine Company has taken a step into the future with the design of a totally new kind of radar which makes navigation easier and safer than ever before. When interfaced with Loran C receivers having proper NMEA 0182/0183 outputs, Raytheon's new 24-mile R40 and 32-mile R41 Raster Scan Radars not only provide on screen Loran TDs and Latitude and Longitude readouts, they also display magnetic bearings of targets, plus a selected Loran-programmed waypoint which can be used for steering guidance. Range and bearing to waypoint are indicated as well. An optional magnetic flux-gate compass can enhance magnetic bearings. No other radar in its class provides this much information with this much clarity.

Raytheon has combined this new operating system (patent pending) with the latest in Large Scale Integrated (LSI) circuit miniaturization, to substantially reduce the size of the display units, while increasing capabilities and providing unparalleled reliability. Rugged, weatherproof, and easy to use, Raytheon's radome (R40) or open-array antenna (R41) radars are ideal for any boat.

The R40 and R41 Radars present exceptionally bright displays on 10 inch diagonal CRTs. Four display modes are available with on-screen alphanumerics, graphics and more. In the "Standard" mode (the only mode available in most competitive radars), the operator must add relative bearing to own boat's heading, or perform other calculations, to determine magnetic bearings. Now, at the touch of the MAG keypad, and using either one of the two EBL's, the R40 and R41 Radars instantly display magnetic bearings to any target, simplifying chart plotting—information can be transposed directly from the radar to the chart. In the NAV mode, own boat's magnetic heading is displayed above the heading line, Lat/Long or TD coordinates and boat speed are automatically displayed, and, when using EBL's to mark targets, magnetic bearings to these targets are displayed.

In addition to these nagivation

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SF2593	8-17# 5'9" SPIN	$34.99
SF2602	6-15# 6'0" SPIN	$34.99
SF2652	6-15# 6'6" SPIN	$34.99
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30SH	20# 300 yds. 5.1:1	$51.99
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RG2600	14# 200 yds.	$46.99
RG1600	10# 200 yds.	$36.99
RG1300	8# 200 yds.	$36.99
RG1000	6# 175 yds.	$36.99
9000C	30# 225 yds.	$56.99
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features, the R40 and R41 Radars offer an exclusive Waypoint mode which makes it incredibly easy for the helmsman to steer towards any waypoint. At the touch of the WPT keypad, a symbol for the selected Loran-programmed waypoint within radar range is displayed on-screen with a dotted direction line from own boat to the waypoint symbol. Range and bearing to waypoint are shown on-screen. When the helmsman steers the boat so that the waypoint direction line is aligned with the heading marker, the boat is on course to this waypont! The angle between the waypoint direction line and the heading marker is the Course Deviation Indicator.

Raytheon's R40 and R41 Radars have dual Electronic Bearing Lines (EBL) and dual Variable Range Markers (VRM) to allow the operator to track two targets. For example, one EBL and VRM could be placed on a moving vessel to help assess collision potential, while a second EBL and VRM could be placed on a harbor entrance to measure its distance and bearing. On-screen graphics and alphanumerics include not only dual EBL and VRM, Lat/Long or Loran TDs and boat speed, but operating conditions, including bar graphs for tuning, gain, sea and rainclutter settings. Adjustable SeaGuard rings can be set for 360 degrees or 180 degree sectors to sound audible alarms for zone intrusion or potential collision danger. Other features include target expander to enhance weak targets, picture "freeze" for extended study and interference rejection to minimize disturbance from other radars.

Raytheon's R40 Radar has a printed circuit board antenna, housed in a low profile radome, which won't foul rigging. A narrow, 4 degree horitontal beam width provides outstanding target resolution. Raytheon's R41 Radar, with a 3½ foot, open-array antenna, has a 2.4 degree horizontal beam width for exceptional, longer range performance. Both radars feature low noise, front end receivers.

The R40 and R41 displays each measure 11-7-8 inches W by 10-5/8 inches H by 10 inches D, with mounting bracket and weigh 22 pounds; 10½ inches by 9-7/8 inches by 10 inches without bracket—optional recessed mounting kits available. The R40 radome antenna is 24.4 inches in diameter, 11 inches high and weighs 20.9 pounds; the R41 open-array antenna is 45.6 inches wide, 16 inches high, and weighs 55 pounds. Eight ranges are available from 1/4 to 24 nm (R40) or 32 nm (R41). Peak transmitter power is 3 kW (R40), or 4 kW (R41); power requirements are 11-42 Vdc; and power consumption is less than 55 watts (R40) or less than 90 watts (R41).

Manufacturer's suggested list price for R40 Radar is $3,495 and for the R41 Radar, $4,495. Raytheon offers a two year limited parts warranty with one year free labor by any of its U.S. dealers and worldwide service network.

For more information on the new Raytheon R40 and R41 Raster Scan Radars, contact: Raytheon Marine Company, 46 River Road, Hudson, NH 03051 USA; (603) 881-5200.

INTERPHASE TECHNOLOGIES INTERPHASE 10/11

A revolutionary breakthrough in LCD fishfinder technology has been introduced by Interphase Technologies of Santa Cruz, California: the Interphase Model 10/11.

Unlike any LCD fishfinder currently in existence, the Interphase 10/11 uses a unique liquid crystal display with over 20,000 pixels and vastly superior contrast and viewing angles compared to conventional LCDs.

In addition to its leading edge LCD technology, the Interphase 10/11 is feature packed with many other exciting and useful features; including the use of two levels of shading to help identify and discriminate between size and species of fish, underwater objects and changing bottom conditions, simultaneous digital displays of boat speed, distance traveled, surface water temperature and bottom depth in feet and a unique dual screen mode that virtually doubles the 10/11's display capability.

In the unique Dual Display Mode (DDM), the left half of the display shows the digital boat speed,

distance traveled, bottom depth and surface water temperature in large easy to read digits while the right half continues to graphically chart the bottom showing fish, alarm status and bottom structure.

The 10/11's powerful 100 watt RMS (800 watts peak to peak) transmitter ensures beautiful displays to depths of 640 feet (or to 1280 feet in the optional deepwater 50 kHz version) and its two independent adjustable alarms can easily be set throughout its depth ranges to signal the presence of fish or changing bottom conditions.

Six basic ranges and an easy to use "Zoom" feature provides over 2 useful depth displays from 0-5' to 640'. The single button Zoom feature allows close inspection of fish and other objects, whether in shallow areas, suspended in mid-water, or lying close to the bottom. The 10/11 also offers the choice of four display speeds including "Freeze" and an "Automatic" position that calibrates the display's movement with boat speed to ensure consistently-sized bottom and fish images, regardless of boat speed.

The 10/11 was desgined, like other Interphase products, to be exceptionally rugged and easy to use. Only 9 clearly-labeled waterproof buttons are required to control its many functions and, unlike most other units, no complicated key sequences are used. The O-ring sealed case has been carefully tooled and the use of quality components ensure a trouble-free life.

For further information, contact Tom Harris, (408) 426-2007.

COOLER CADDY MAKES SHORT WORK OF HARD WORK

When empty your basic large plastic or metal cooler appears to be a rather harmless object. But add ice, soda, beer and hot dogs and that harmless cooler will quickly humble the strongest individual. Until now. Rather than carrying the cooler, why not pull it behind you instead?

The Cooler Caddy was developed to make the transportation of coolers and other heavy outdoor equipment much easier.

The Cooler Caddy consists of an ingenious combination of wheels, axles and nylon straps that can safely accommodate nearly any outdoor related equipment (up to 250 lbs.). Two heavy duty 4" x 8" treaded plastic wheels will conquer any terrain you might go through including mud, sand and water.

The Cooler Caddy comes ready for mailing or display in a clearly identifiable, logo imprinted, corrugated cardboard box. A 4-color point of purchase display is available for retail stores—ideal for effective merchandising. The product does require assembly, a simple process that takes only a few minutes with an ordinary screwdriver. Complete and easy to follow instructions are included.

The Cooler Caddy retails for $19.95 and is available immediately through Caddy Cooler Products, Inc., P.O. Box 10, Sayville, NY or by calling (516) 563-8497.

THE NEW PRO-LINE 230 WALKAROUND: SUPER-WIDE BEAM AND TRAILERABLE. IT'S THE NEW DIMENSION IN FISHING BOATS.

Inspired by the easing of trailerability restrictions, Pro-Line has created an outstanding new design.

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- Recessed rod storage.
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- All-stainless steel hardware.

Leave it to Pro-Line to move ahead, given any opportunity. But it figures. You see, we just build fishing boats.

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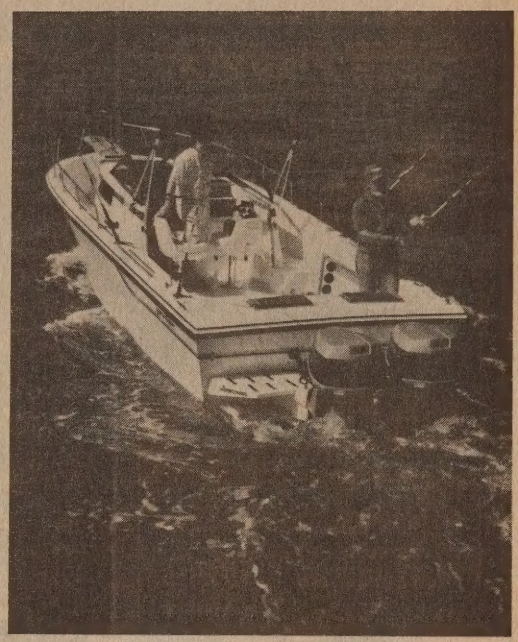

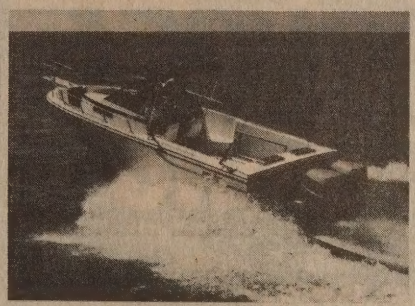

All that the name implies. pro-line™

LUND BLUE WATER BOATS

Geographic expansion and the rise in popularity of coastal and large inland lake fishing, have focused Lund's product development towards Big Water fishing boats. for 1988, Lund offers a dozen models geared specifically to meet crucial blue water demands. The Big Water Lunds feature rugged aircraft-style construction for uncommon performance and trailerability.

The newest Big Water model is the 2100 Genmar Sport Cabin. Aimed at serious fishermen who desire both seaworthy fishing performance and comfortable elegance, the Genmar is a marriage of a proven seaworthy hull design and a sleek fiberglass cabin. This unique 2-part construction results in a cabin boat that performs and feels as good as it looks.

At home on coastal water, the Great Lakes and other large waters, the Genmar I/O performs for fishermen with locking rod and gear cabinets, amidship aerated live well, built-in tackle trays, swivel pedestal seats and dry storage throughout. A high profile camper canvas encloses the cockpit for inclement weather fishing or for family sleeping room. An offset entrance leads to the bright,

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airy and well-ventilated cabin. The Sport Cabin features ample head room, fabric padded V berth, plush carpeting, hanging clothes locker, lazzerrette and bow storage, and a Porta-Potti hideaway. A full compliment of options allows the buyer to customize the Genmar for fishing function and family cruiser comfort. Options include: a unique galley stove/icebox module, AM/FM cassette stereo, remote bow spot, swim platform and bow pulpit.

The 2100 Sport Fisherman offers true sport performance with an exceptional handling deep V, easy trailerability and surprising fuel economy. Built-in 60 gal. fuel tank offers all-day range, made easier by the V berth cabin and running canvas for protection from the elements. Finished in tough, easy to maintain vinyl, the cockpit benefits from a unique offset entry to the cabin. This configuration allows for a full size command console, pre-wired to accept sophisticated navigational electronics. Ample dry storage, gear lockers, and an extensive array of options contribute to the 2100's ideal performance and comfort capabilities. The Sport Fisherman is available in outboard or stern drive.

Designed to accommodate 4 or more full sized adults, plus all their gear and equipment for comfortable big water action, the 2100 Baron and Baron I/Os are versatile performers; 20 plus feet in length, a massive deep V hull provides a stable, sure-handling way to get to open water. Aircraft style construction with a reinforcing I-beam stringer system makes the Baron rugged, but light enough for nimble maneuvering and easy trailering. The large cushioned bow cockpit converts to a Pro-deck platform that serves as a self-contained operating position; swivel pedestal seat, built-in tackle trays, storage, trolling motor mounting and wiring access lets the fisherman control the action without moving. Twin consoles with high profile windshield combine with running canvas for wind and water protection. There's a place for everything with 56 cubic feet of storage, dual in-floor coolers, live well and carpeted rod and gear lockers. Embroidered vinyls finish the interior; color options and graphics complement the exterior.

Performance with style carries through the Tyee series. The Tyees offer a variety of sizes ranging from 16 to 18 feet in the form of the 4.9, 5.3 and 5.5 outboard and I/O Tyees. An alternative fiberglass hull is available with the 17V Cherokee. All Tyees feature rugged deep V I-beam reinforced hulls. The Tyees/Cherokee have hip-high gunwales with extensive cabinetry combined with wide beams for maximum cockpit working room. Pro-deck platforms offer ideal bow casting positions; convertible bow cushions, boarding ladder, swim platforms, and recliner seats turn the Tyees into family bowriders. All of Lund's most popular fishing features are built-in to the Tyees: live wells, locking rod and gear storage and advanced, accessible wiring systems for accessories. Coordinating vinyls, carpeting and paint schemes combine for fishing and family comfort with style.

For more information: Lund Boat Division, Genmar Industries, Inc., P.O. Box 248, New York Mills, MN 56567; (218) 385-2235.

TALON FILLET TABLE

Fishermen and hunters, should you be left in the dark...or the cold, rain or biting bugs? No, clean your fish and game in the comforts of your home, cabin, RV or camper. With the revolutionary new patented Talon Fillet Table indoor fish and game cleaning is made easier and without clogged drains or slimy newspapers to contend with. You won't hear any complaints about fish odors (caused by bacteria) as the patented flow of water from a rubber attachment that fits any faucet, interior or exterior, creates a liquid barrier between the fish and the hard maple slats, resulting in a continously clean cutting surface, fish after fish after fish. A filter bag, which hangs into the sink to collect small scraps and a handy waste bag holder for larger scraps, are the two main features that make cleaning fish and game on the Talon Fillet Table a real pleasure, because clean-up is a snap. We engineered the

table to be lightweight yet very durable, and setup takes only seconds, so it's handy to clean one fish or 100. For places with limited counter space such as campers, RVs, small cabins and apartments, the table is tremendously useful since it creates its own work area and folds up to store away completely in its own reusable box. The Talon Fillet Table has many other uses such as cleaning vegetables, fowl and canning foods. The Table will support up to 15 lbs., it weighs only 11 lbs. and the dimensions are 34"x17"x4½'. The table makes a great gift. A must for all fishermen especially pan fishermen and ice fishermen.

For more information and full color literature write to: Talon Tackle Mfg. Corp., 10121 W. Sharon La., Milwaukee, WI 53225.

HONDA PRESENTS THE QUIETEST KID ON THE BLOCK

American Honda has introduced the quietest model in its generator line, the Honda EX650 portable generator. Compact and lightweight, the EX650 generates up to 650 watts of power, making it versatile enough for use around a campground, boat dock or outdoor workshop.

The Honda EX650 generator is fully enclosed and well-insulated, ensuring dependability to withstand the elements. A special sound chamber encloses a USDA-qualified spark arrestor, helping to reduce noise level to an astoundingly quiet 54 decibels, which is equivalent to daytime noise on a residential street.

The Honda EX650 is built with the same commitment to quality and durability found in all other Honda products. The Honda engine has a cast iron cylinder sleeve, ball bearing-supported crankshaft and chrome top piston ring.

Starting the EX650 generator is no problem with its Automatic Decompression easy-start system and maintenance free electronic ignition. An easy to read control panel and single control knob for the engine, fuel valve and choke further simplify operation.

Honda's Oil Alert system will stop the engine automatically before the oil reaches an unsafe operating level, adding durability and preventing unnecessary engine wear.

Topping off the Honda EX650 generator's many features is a maintenance free brushless alternator for steady output, simultaneous AC/DC output and even a static noise suppressor for reduced TV/radio interference.

American Honda markets and distributes a complete line of portable generators, from 650 to 6500 watts, walk-behind and riding lawnmowers, lawn tractors, garden tillers, a utility tractor, power carriers, outboard motors, snowthrowers and water pumps. These machines, related accessories and attachments are available through a nationwide network of Honda Power Equipment Dealers.

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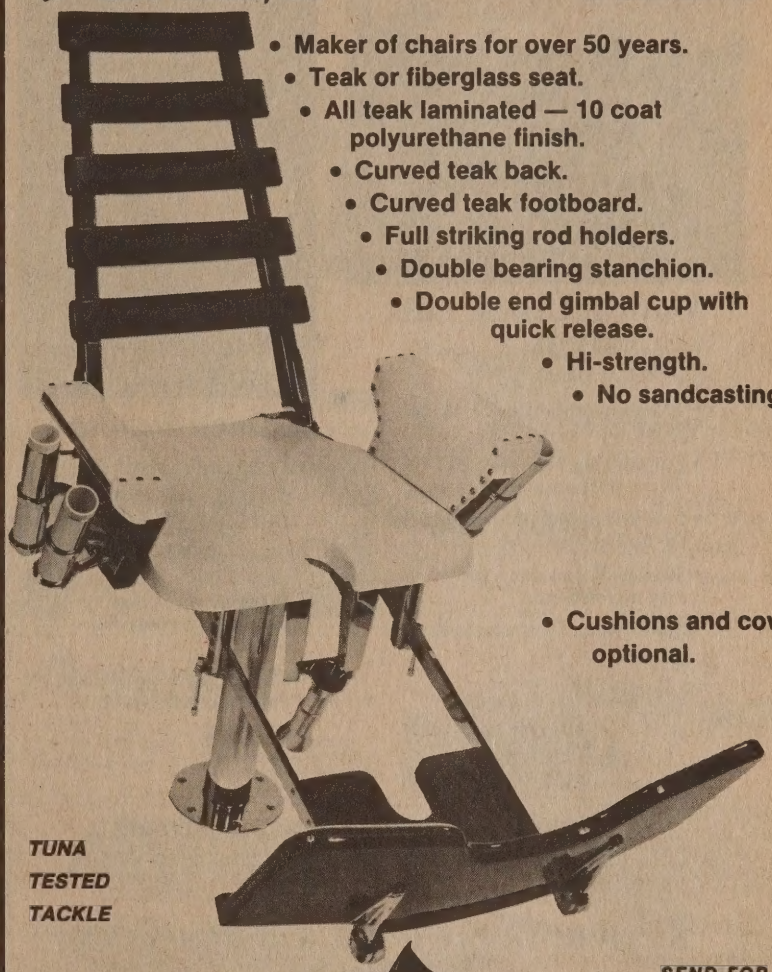

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For more information, Honda News Bureau, 10866 Wilshire Boulevard, Suite 550, Los Angeles, CA 90024; (213) 475-1500.

HIGH SEAS ANCHOR SPORTS HI-TECH LOOK

A new state-of-the-art anchor is available from High Seas. It is designed to be an attractive accent on the bow of the boat, as well as a reliable safety feature.

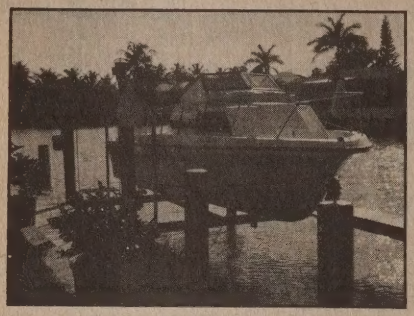
Part of the Sea Hook line of quality anchors, the SA23 model is constructed of superior tensile-strength stainless steel. It measures 35" in length by 26" in width with a 19" fluke and weighs 23 lbs. The electropolished mirror finish gives it a classy look to enhance the appearance of the craft. The anchor will long withstand the effects of weathering in all types of climates.

The High Seas 23 lb. anchor is an excellent "up front" choice due to its appearance and design. Its effective performance over the years makes it a safe and economical choice as well.

It would be shortsighted to neglect quality in selecting this critical piece of equipment. A boat is a major investment. Care and judgment should be used in selecting an anchor that will hold the craft securely in all types of weather and yet look great when not in use.

Suggested retail price of the Sea Hook SA23 stainless steel anchor is

CUSTOM-TAILORED BOAT LIFT SYSTEMS



Vertical Cradle Lifts

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- 8 standard models available.
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For Quality, Safety and Dependability use a DavitMaster.

$431.55. The Sea Hook line includes models from 5 to 100 pounds.

From High Seas, Inc., 4861 24th Avenue, Port Huron, MI 48060.

ALUMACRAFT'S NEW TROPHY SERIES

The Alumacraft Trophy Series of quality boats is engineered to offer big water fishing at its luruxious best. The Trophy 190 and the Trophy 170 are offered in three different seating arrangements: pedestal seating, combination sleeper-pedestal seating and duo-sleeper seating.

To handle big water fishing, the Trophy Series is built a little bigger where it counts. The Trophy 190 sports a 90" beam, a depth of 43½". A 35 gallon fuel tank has been added to the Trophy 190 this year to provide for greater cruising range. The Trophy 170 is 89" at the beam with a 39½" depth and a new built-in 24 gallon fuel tank.

All six Trophy configurations offer Alumacraft's smooth riding hull, walk-through windshield, upholstered pedestal and/or sleeper seats, deluxe steering wheel, plush marine carpeting, lockable storage compartments, stowable running lifhts, rod holders and much more. A windshield curtain, mooring cover, convertible top set and tonneau and power pedestals are optional. Recommended horsepower ranges: 60 to 150 for the 190; 60 to 115 for the 170.

The Trophy 190 also features a sporty console and graphic treatment, plus interior lights fore and aft.

The Alumacraft Boat Company manufactures over 70 different models of vee bottom boats, bass boats, johnboats and canoes and is one of the largest aluminum boat and canoe manufacturers in the United States. The company maintains a dealer network of more than 700 throughout the contiguous United States, Alaska and Canada.

For complete specifications and literature on the Alumacraft Trophy Series or the entire line of quality Alumacraft boats and canoes, write: Alumacraft Boat Company, 315 West St. Julien Street, St. Peter. MN 56082.

RANGER INTRODUCES NEW WADING SANDALS FOR GREATER SECURITY IN A VARIETY OF WADING SITUATIONS

Ranger Footwear Company has introduced two styles of wading sandals that can help anglers wade more securely in a variety of conditions.

The sandals are made of durable, heavy duty Poly-Rubber and are available with either felt bottoms or felt bottoms with cleats.

They easily and quickly fit over boot foot waders and have a specially designed non-slip rubberized cloth lining. Wide rubber straps with heavy duty buckles hold the sandals tightly in place.

The felt-bottom sandals with cleats can help anglers maintain stability when wading in slick mud such as clay or in streams with heavy siltation and submerged logs or debris. The sandals with felt-only bottoms are suggested for free-stone streams and situations with moss-covered rocks.

One size fits all in both styles.

For more information, write Ranger Footwear Company, 1100 E. Main Street. Endicott. NY 13760.

YANKEE 17 DORY

Yankee Boat Works, the Stamford based small boat manufacturer, today announced the introduction of its Yankee 17 Dory, the latest addition to Yankee's Heritage Series of traditional boats. The Yankee 17 is a fiberglass lapstrake dory trimmed in mahogany. The 17's good looks, versatility and exceptional performance attest to its traditional heritage. Twin skegs and a widely flared hull (6' 3" beam) give it excellent stability, while the rising bow keeps her dry in rough water. The molded fiberglass seats running fore and aft along the gunnels are filled with foam, and the center is open for plenty of walk-around space. The boat is offered with an optional steering console complete with stainless wheel, helm and cable. YBW will market the 17 through its dealer network as a fishing boat, utility boat, club launch anD all-around family-fun boat. The Yankee 17 has a 1300 lb. capacity, is rated for 35 hp and retails for $1999. YBW also produces a 15 foot version of this popular dory. Dealer inquiries are invited. Yankee Boat Works will be

on display at the New York and Philadelphia Boat Shows.

For more information contact: Yankee Boat Works, 21 Rockland Place, Stamford, CT 06904; (203) 348-4049.

STARCRAFT INTRODUCES STALKER 1800 FIBERGLASS BASS BOAT

This year, Starcraft introduces the Stalker 1800, a boat with twin consoles and the same hull configuration as its big brother, the 1900.

"We went with a double console and less length to reach the Northern market—the guy who wants a bass boat that will be great for cold weather walleye fishing, too," says Jim Woodward, vice president of sales and marketing for Starcraft Marine. Rated for 150 hp, the Stalker 1800 has a 30 gallon gas tank and anti-porpoising reverse angle tabs that get the boat out of the hole quickly and delivers a smooth high end.

The rod box can accommodate 7 foot rods and there is dry storage throughout the boat.

Standards include: a divided, aerated livewell with two pumps; wiring harness with 12-24 hookup; livewell timer; dual steering and ice chest.

he anglers choice of factor installed Humminbird or Lowrance transducers is available. For catalogs showing all of Starcraft's fishing boats, write: Starcraft Fishing Boat Catalog, 2703 College Ave., Goshen, IN 464526.

SAMPO NETS WITH SLIDE-THRU HANDLES ARE EASIER TO STORE ABOARD A BOAT

Sampo, the company that popularized the "slide-thru" handle in landing nets for big salmon and muskie, has put the sme convenient feature in two lightweight, compact general purpose nets.

With the slide-thru handle, these strong landing nets "collapse" for easy storage aboard a boat. A special leve releases a locking pin, so the handle can slide in for storage—or slide out for landing fish. These nets are ideal for bass, trout, walleye, stripers, flounder and other medium size game fish.

There are two popular sizes: Model 1979 features a 24 inch long handle and an 18 inch wide hoop. Model 1980 has a 36 inch long handle with a 22 inch wide hoop.

Both nets feature one inch diameter heavy wall, gold anodized aluminum tube handles with 3/8 inch aluminum tubing for the hoop frame. The handles are foam filled and sealed with butt caps, so they float is accidentally dropped overboard.

The net bags are made of 100 percent "Vinylon," an advanced material which has the soft feel of cotton yet wears like nylon.

For more information on other fine Sampo fishing accessories and their world-famous American-made ball bearing swivels, write: Sampo, Div. Rome Specialty Co., P.O. Box 328, Dept P, Barneveld, NY 13304.

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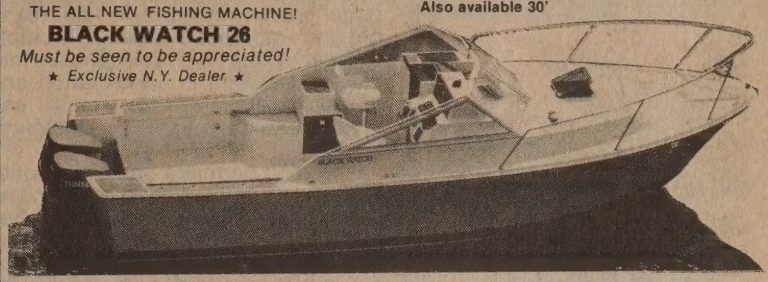

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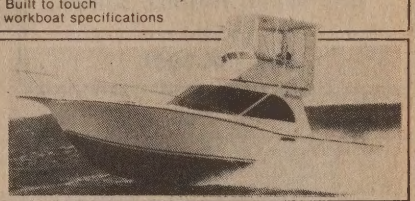

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Marathon Boat Company is committed to building high quality boats that make life more enjoyable for their owners. Every feature of the 2550 Bermuda Sport model attests to this commitment. It was designed for total, functional utilization of all available space. Its hand-crafted hull was built to conform to very high performance and quality standards.

The cockpit can comfortably accommodate up to 10 people. A built-in, 8 foot cooler/fish box is located beneath the stern seat. The forward seat reclines for sunbathing or snoozing.

The cabin features a practical layout which provides three separate sleeping areas. The galley is conveniently located for passing food and refreshments to the cockpit, or forward to the dinette. There is a sleeping and lounge area aft of the galley. It has full sit-up headroom. There are two good-sized windows which provide excellent cross-ventilation. The bathroom is spacious, with a shower included. The cabin provides ample headroom.

With a 24' 6" LOA, the Bermuda Sport has a 100" beam. Mercruiser and Volvo sterndrive are standard power selections. Fuel capacity is 65

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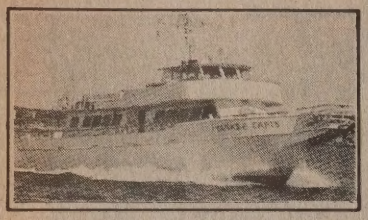

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gallons. It holds 27 gallons of water.

Life on the water is much more enjoyable due to the soft entry of the deep V hull. The flared bow design rolls spray away from the boat, helping it skim across choppy water.

Marathon boasts a five year hull warranty because of the use of heavier-than-standard 36 oz. bi-directional woven roving. It is laid, rolled out and smoothed by hand. A multiple stringer system is double-glassed into place. Teak trim is hand-crafted and all deck hardware, rails, screws and upholstery hardware is stainless steel.

The 2550 Bermuda Sport is proof of Marathon's dedication to providing all of the fun and excitement boating has to offer.

From Marathon Boat Mfg. Co., Inc., 1 Little Dude Avenue, Kershaw, SC 29067.

SK-2000 FROM SKEETER: THE BASS BOAT OF THE FUTURE—TODAY!

Skeeter has always been ahead of its time, forging new and innovative paths in the bass boat industry. They designed and built the very first bass boat, the revolutionary "Skeeter," which laid the foundation for an entire new industry. With their Wrangler and Starfire models, they led the way to the modern era of high performance bass boating, establishing themselves as the undisputed leader in tournament boat development and design. Now Skeeter opens up the 21st century of boat design with the SK-2000—and the fishing world will never be the same.

"The SK-2000 is the most significant development in bass boat design since we introduced the Starfire series nine years ago," said Lynn Scott, vice president of sales and marketing for Skeeter boats. "It's the boat that serious fishermen have been looking for and is sure to redefine the standards by which other fishing boats are made and measured."

Designed to easily handle rough water and heavy loads, the SK-2000 is 20' 7" long and 96" wide. To accommodate this length and width, Skeeter designed a special high performance deep V hull (patent pending), with assistance from world record holder Reggie Fountain, one of the foremost authorities on hull design for rough water and high speed performance. The result is a quick planing design that eliminates drag and smooths the roughest water.

Complimenting the new hull design is their revolutionary new center console that has the look and feel of a cockpit. It places the driver and rider in the center of the boat, providing excellent balance for more stability, faster acceleration and a drier ride. This new cockpit was designed for today's high-tech fishermen with assistance from Design West, whose specialized skills in ergonomics—the study of the body's comfortable interaction with technology—have been utilized by NASA, GM and Mazda. It features an easy-to-understand and user-friendly instrument panel, built into the metal reinforced urethane dash that comes with a built-in speedometer, voltmeter, tachometer and fuel gauge, as well as a centrally located, lockable compartment for use of the largest depth-finding sonar units.

The stern features specially designed "spoilers," which are functional air intake vents. Rated for 150 to 250 horsepower engines, the SK-2000 simply roars past the competition with superior handling and stabilty that you can't find in another bass boat. For boating and fishing comfort, the SK-2000 can't be beat. With its comfortable seats, ample leg room and plenty of storage space, this is undoubtedly the most sophisticated fishing system you've yet to experience.

With its many new and exciting features and that distinctive Skeeter quality, this peerless example of outstanding boat design is truly in a class by itself. Its power, performance and undeniable fishability will capture your imagination. It's the most revolutionary fishing boat to hit the market in years, and Skeeter brings this world class design and unique innovation from the future to you: the amazing new SK-2000.

INFLATABLE DINGHY

The inflatable LS-4 sport dinghy from Achilles provides a versatile alternative to the time consuming trailering, launching and retrieval of larger boats.

The dinghy deflates to a compact 3' 5" x 1' 10" x 10" at a weight of 69 lbs. It can be easily stowed in a camper, car trunk, pickup truck or a closet. Yet inflated to its full 8' 6" overall length and 4' 8" beam, it comfortably holds 4 passengers or a maximum of 860 lbs. with gear.

It inflates quickly and launches easily even in wilderness areas with no easy water access. Its versatility makes it ideal for camping, hunting, fishing and family excursions. It is also an excellent tender for small and medium sized boats.

The LS-4 dinghy's stability and construction make it safe enough even for children to use. Two air keels and the inflatable seat aided by the 15" tube diameter assure buoyancy.

It is constructed of tough nylon fabric coated with hypalon on the exterior and neoprene on the inside. The amount of hypalon used, which exceeds industry standards, provides maximum resistance to the elements even in saltwater climates. Neoprene ensures an airtight boat.

The LS-4 features full length wooden floorboards and wooden transom. It can take a 6 hp standard shaft motor.

Suggested retail price of the LS-4 sport dinghy is $1051.

From Achilles Inflatable Craft, 390 Murray Hill Parkway, E. Rutherford, NJ 07073.

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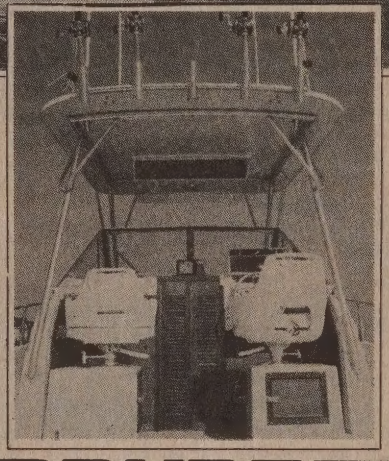

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OFFSHORE CENTER CONSOLES FROM STARCRAFT

Meet the Starcraft Bluewater Series.

They're three, rugged fiberglass center consoles designed for Starcraft by Marine Concepts, Inc. of Cape Coral, Fla.: an 18 and a 21 footer with an 8½ foot beam and a 23 footer with a 9 foot beam.

The modified vee-bottom design gives a smooth ride in rough seas and has numerous standards, including two aerated baitwells/livewell, large fish boxes, a chart tube, an anchor compartment and a lot more.

The full fiberglass inner liner is self-bailing. All three models have large storage compartments to handle all of a fisherman's gear.

"We saw a niche to be filled in the offshore market in one line—the need for a rugged, trailerable center console," says Jim Woodward, vice president of sales and marketing, Starcraft Marine. "Our dealers in the Gulf States and Atlantic Seaboard wanted to fill a need in their product line, so we had Augusto 'Kiko' Villalon—the best designer of this kind of boat—develop the Bluewaters for us."

All three models can accommodate twin outboards and have wash down pumps (standard). The Bluewater 230 is rated up to 300 hp; the 180 for 150 and the 210 up to 235 hp.

For catalogs showing Starcraft's complete lineup of fishing boats, write: Starcraft Fishing, 2703 College Avenue, Goshen, IN 46526.

NEW RAYTHEON LORAN

Raytheon's new RAYNAV-570 Loran C Navigator provides fully automatic operation covering all worldwide stations in a compact, weatherproof unit, built to withstand the rigors of continuous use, even in exposed installations. Ergonomically designed, the RAYNAV-570 has extra large readouts that are arranged with the most important information displayed in the largest size. The back-lit, high contrast LCD data display is easy to see, in direct sunlight or at night. A typical display simultaneously shows Lat/Long or TD position information, distance and bearing to waypoint, speed, course, time to go, and bar-graph steering guide on a five-line screen. Large, touchpad controls make operation easy, even while under way.

Unlike many units, the RAYNAV-570 not only lets the user enter waypoints as either Lat/Long or TD coordinates, but also by range and bearing. To provide the highest degree of accuracy possible, the 100 waypoint RAYNAV-570 automatically selects best GRI chain and secondary Loran stations. Navigation is made easier with automatic correction features for true to magnetic course variation, and for Loran signal deviation (ASF).

Up to 16 different electronic "pages" of data can be called up, including information such as velocity towards destination and along route,

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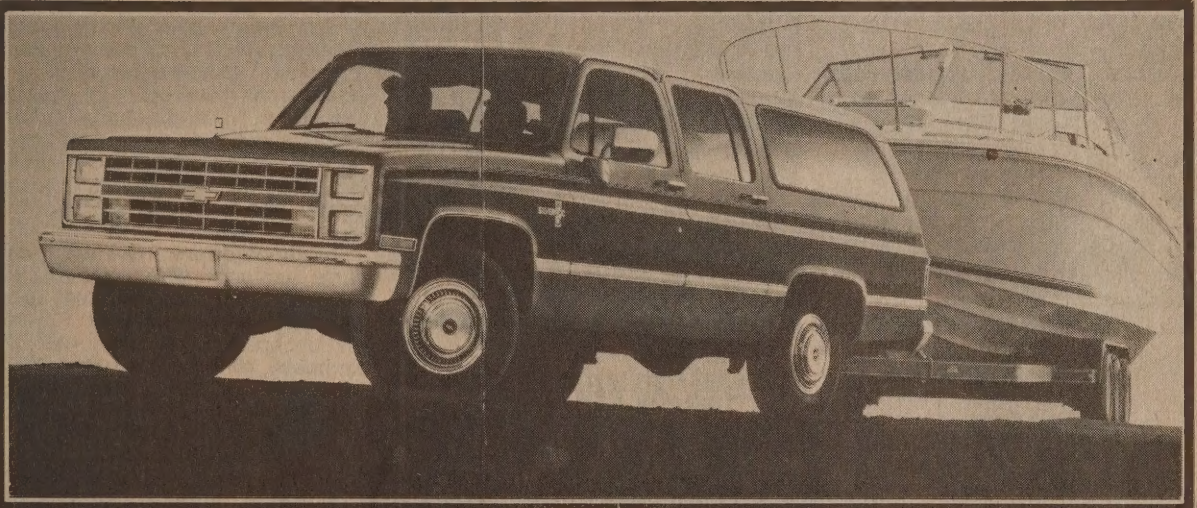
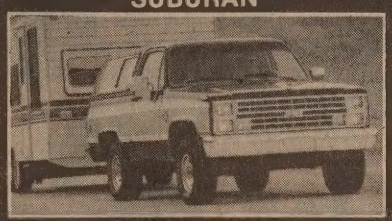


SUBURAN

S-10 PICKUP



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S-10 BLAZER

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course made good, distance traveled from start, and cross track error. Audible and visible alarms and special functions are also provided. Sailboat racers will appreciate the clock, stop watch and timer alarms. Fishermen might select the waypoint "arrival" alarm to signal the approach to fishing grounds. The anchor watch warns if a boat drifts beyond preset limits, and alarms also warn if a boat exceeds preset steering limits, or if receiver signals drop below optimum levels.

The RAYNAV-570 has one preset and six automatically adjusted notch filters to eliminate unwanted noise interference. NMEA 0180 and 0183 outputs allow interface with plotter, autopilot, sounder and radar equipment.

The RAYNAV-570 is so compact it's perfect for any boat. With adjustable yoke bracket, the indicator measures only 7-5/8" W by 5¼" H by 3" D. An economical trim kit for recessed mounting is also available. Manufacturer's suggested list price for the RAYNAV-570 Loran C is $1,195, including internal memory back-up battery and antenna coupler, with 15 meters of cable.

Raytheon offers a two year limited parts warranty with one year free labor by any of its U.S. dealers and worldwide service network. For information, contact: Raytheon Marine Company, 46 River Road, Hudson, NH 03501 USA; (603) 881-5200.

DEVICE LETS FISHERMEN RECHARGE BATTERY WHILE FISHING

A handy, time-saving control for fishermen is now available from Recreational Technologies., The 150-1 model isolator-plus outboard charging control makes it possible to charge the trolling motor battery from the outboard motor, while out on the water.

This instrument lets the fisherman decide how to use the alternator charging current. All of the power can be directed to the trolling motor battery while fishing, or the power can be divided between the starting or auxiliary batteries.

The outboard charging control allows more fishing time with the trolling motor by keeping the battery for the trolling motor charged and yet guards against overcharging of the starting battery.

The unit features solid-state construction. There are no moving parts and a selector switch for charging auxiliary only or both batteries is included. Dual diodes prevent the main battery from discharging when the auxiliary is in use.

Designed for outboards with alternators of up to 20 amp output, it mounts easily near the starting battery. There are only 3 wires to connect. The unit is designed for 12 volt negative ground systems.

From Recreational Technologies Inc., 5325 W. 74th St., Minneapolis, MN 55435.

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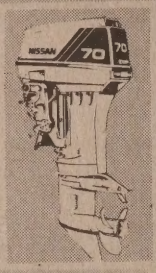

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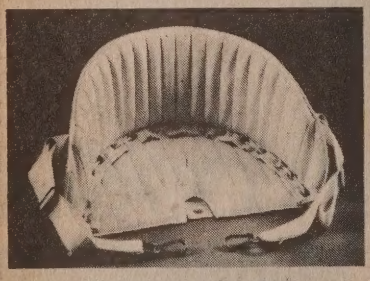

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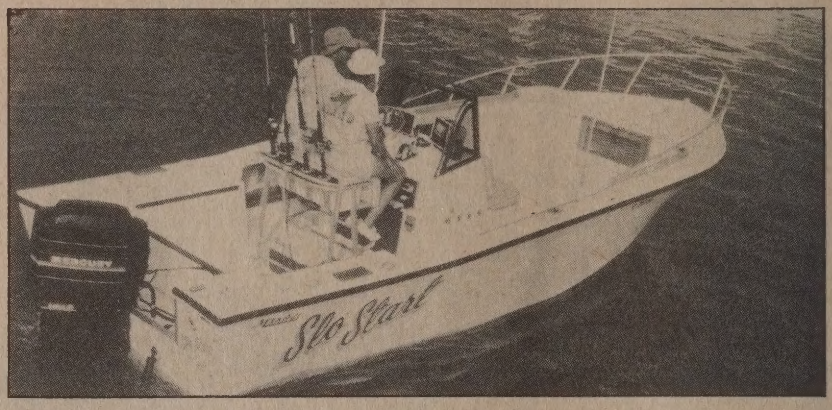
Boats for Anglers

By John N. Raguso



Although this Miami-based boatbuilder may not have invented the center console outboard, no company has done more in the last 20 years to popularize this layout than Mako Marine.

If the center console is Mako's most popular design, the most popular Mako CC is undeniably their 21 series boat. Introduced way back in 1976, this craft has undergone three major deck revisions over the last 12 seasons, while keeping the lines of her hull essentially intact. According to Mako Vice President Lanny Russ, more than several thousand of the 21s have been produced in the original 21 format and the updated 21B configuration. New for 1988 is the revised 211 layout which offers more standard features than ever before.

At the heart of the 211's popularity is her deep vee hull design, which carries 20 degrees of deadrise at the transom and a very sharp entry forward to knife through opposing Seas. Contrary to typical deep vees that produce a wet and rock'n'roll ride, The Mako 21 features a unique fore-and-aft rocker or convex rounding of the hull, which provides extra lift in the bow, keeping the chines out of the water for improved spray deflection. A pair of running strakes on either side of the bow stem are added insurance that all spray will be directed outwards and away from the boat, keeping captain and crew dry and comfortable.

The hull itself measures 21' 3" in length with an 8' beam, and is constructed entirely of 100 percent hand-laid fiberglass. After the NPG gel coat is Sprayed into the mold, four layers of mat and two of woven roving are meticulously hand-laid to begin the genesis of the 21's shape. After the plywood stringers are placed over the initial fiberglass reinforcement and completely encapsulated in resin, an additional two layers of mat and two of woven roving complete the laminate schedule. With the addition of over 85 cubic feet of closed cell polyurethane foam flotation, the hull and deck are bonded into a very tight package. I paid a visit to the Mako plant last June to observe their boatbuiding process firsthand, and Bob and Brett Schwebke run a high quality and efficient operation, with their skilled technicians taking an obvious pride in their work.

Since the Mako 211 is basically a two-piece boat, the next area for our analysis is her liner/deck. Starting forward and moving aft, there are a trio of storage boxes in the forward casting platform that should satisfy the requirements of most anglers. The center dry well measures 21"L by 23"W by 16"D and is perfect for a Porta-Potti, a cutting board, or whatever, and was the only box on board that I observed that drained into the bilge area. The two side boxes to port and starboard of the first are 41"L by 15"W by 11"D and are equipped with rear through-liner drains so that any occasional water that might sneak in past the sealed hatches will scup out on the deck. In a pinch, these last two storage areas could probably double as fish boxes if you had a banner day. Going from the deck, there is a 13.5" step up if you want to use the area on top of these dry wells as a casting platform.

The console has been revised for 1988, and includes an insulated fish box/ice chest that doubles as a forward bench seat. The dimensions are 33'L by 13"W by 10.5"D, and from what the Mako folks tell me, this should approximate 64 quarts in capacity. Unlike other center consoles that I've reviewed, the Mako allows a generous 19" space on either side of the console for ease of movement when traversing from bow to

stern. The helm features a stainless steel steering wheel, with a small recessed radio box underneath. Access to the innermost reaches of the console is gained via a vertical teak door mounted beneath the helm. For the discriminating blue water enthusiast who requires electronics storage for additional equipment, the patented C-PAC Portable Accessory Carrier option is available.

Interior cockpit freeboard is a respectable 26" forward and 21.5" aft, which beats out some of the 211's bigger sisters in the Mako fleet. There are a pair of molded fiberglass rod lockers situated under the gunwales, with three rods fitting in each. Moving further aft, the 211 features twin 39"L by 9"W by 16"D port and starboard fish boxes that are molded-in to the fiberglass deck structure and drain neatly through rear plugs into the sternwell area. A 31 gal. livewell measuring 22"L by 26"W by 15"D is located directly behind the helm chairs and under the cockpit sole. Two Perko scuppers channel all cock pit water overboard via large drains, and both the livewell and scuppers are equipped with bronze thru-transom fittings, complete with seacocks, for offshore safety. Twin 8" pop-out inspection hatches allow access to the bilge area on the outboard side of a 15" high two-way drop-down wave gate. A pair of lift-out baitwells underhinged hatches on either side of the outboard well reveal ample storage for a duet of marine batteries in addition to an oil reservoir.

From a performance standpoint, this Mako gets by nicely with V-6 powerplants in the 150 to 175 hp class. Boating Magazine's Bob Stearns conducted an extensive sea trial a few years back with a Mako 21 equipped with a 175 hp outboard. Turning a 17" SST wheel, he was able to hit a top speed of 41 MPH at 58,000 RPMs, with optimum fuel efficiency happening at 4000 revs/26 MPH, burning about 8.5 GPH in the process. This final figure translates to a tad more than 3 MPG, so her cruising range at this speed is approximately 240 miles using 90 percent of the available 86 gal. fuel tank capacity.

Looking at the 211's expanded list of standard features for 1988, they include a S/S steering wheel, auto bilge pump, 4 flush-mount marinium rod holders, recirculating water system in the livewell, and a choice of twin fiberglass helm seats/fish box bench seat/ or removable leaning post. My preference would be for the leaning post/rocket launcher combo to provide a firm brace when negotiating heavy seas, extra rod storage capacity and an additional fish box in the form of an 8 qt. Igloo cooler mounted under the unit.

The Mako 211 is worthy of the "classic" trademark in every sense of the description. She is as popular as ever and improving with age, and certainly warrants serious consideration if you're in the market for a reliable mid-sized center console.

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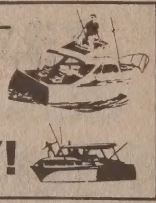

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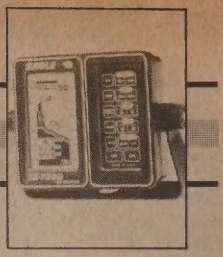

By Jim White

Eagle Z-7500

Eagle Electronics is a world leader in developing sonar for recreational use. And as a leader, Eagle has introduced some of the more advanced features found on the new Liquid Crystal Depth Finders.

With the development of Liquid Crystal Graph technology, Eagle has been able to give the average fisherman what he wants most: detail and clarity on the display screen, accuracy, ease and versatility of operation.

After having used one of Eagle's new units for a year on my own boat, I came away extremely impressed with its performance. This unit is Eagle's top-of-the-line. It boasts 192 pixels of information on the vertical scale and a sharp, highly detailed look at what fishermen want to see most: fish!

The screen on the Z-7500 has a new high visiblity screen with excellent viewing angle in all light conditions. You can even view the screen through polarized sunglasses, as bottom contour, fish and structure appear in a sharp, easy-to-read display.

The only difference between the new 7500 and its popular predecessor is the new highly visible screen. With 2500 watts of power, it measures depth to more than 1000 feet and displays constant digital depth readings to the nearest tenth of a foot, fathom or meter. The digital readouts themselves can even be displayed in three different sizes on the screen.

On-screen "menus" of instruction can be put on the screen by accessing the command function key to guide you through more advanced functions which are programmed into the unit.

Surface temperature is recorded through a transom-mounted probe and can be displayed in tenths of a degree in either Fahrenheit or Centigrade. This comes in handy when seeking out preferred water temperature zones.

The unit can be equipped with an optional sensor unit, which tracks boat speed in miles or kilometers per hour, or even in knots. An additional feature which is built into the speedometer is a trip log (odometer) and it will record distances traveled up to 1600 miles. Fishermen will find this feature to be extremely useful. Once you are familiar with its operation, you'll be able to measure precise distances on trolling patterns, bars, islands, etc. In both fresh and saltwater I found this feature to be mighty helpful. In lakes, it's almost as good as having a Loran unit.

Fishermen who like to troll will also find both these features appealing. Having this information displayed on the screen and available at a glance, provides information vital to trolling success.

The patented Grayline system works much the same way as on paper chart recorders and helps separate bottom readings, clutter and fish. There's adjustable zoom and zoom bottom tracking in 10 foot or greater increments, two-screen memory capability, plus a backlighted display and keyboard for use at night; fish and zone alarms.

Like all Eagle units, it is completely waterproof (filled with dry nitrogen to prevent fogging) and a battery backup system to preserve, indefinitely, all functions programmed into the unit.

These new LCG units give you clear, detailed displays of underwater objects from the smallest bait fish to the contours of the bottom.

What fishermen will like most, especially those who are new to fishing electronics, is the absolute ease of operating this unit by simply pressing the "on" button. Once familiar with the unit and a little practice, you can call upon a whole mess of other advanced programs by using the keyboard and accessing "pages" of menus to help you find or use the desired function.

By switching the unit from auto to manual, you'll be able to fine tune the Z-7500 to current conditions and gain greater detail by manually adjustng the sensitivity scale as you would on a paper machine.

Digital Sonar: The Z-7500 is really two sonars in one housing. The most obvious is the graph, designed to show all return echoes. The other sonar is the digital, designed for only one purpose: to show the bottom depth. This key turns the digital display off or on.

Temperature: The temperature key activates the temperature display on the unit's screen. You must have the probe to activate this function.

Command Function Key: The

Z-7500 has several "pages" of menus with functions that can be accessed with this key.

Zoom: The range can be expanded or "zoomed" on the display using this key.

Auto: The Auto key switches the Z-7500 in or out of the automatic mode. When the Z-7500 is first turned on, it automatically adjusts the sensitivity and range selection, and the word "Auto" will be displayed in the upper left of the screen. By pressing the Auto key, you can take control of the unit, making your own manual adjustments as desired.

Off/On Key: These keys turn the Z-7500 off and on. To turn it on, simply press the On key. To turn it off, press the Off key. You'll notice a beep every time a key is pressed. This is to let you know the command that you have selected has been accepted by the unit and you may continue.

Sensitivity: These keys control the graph's sensitivity. The digital's sensitivity is always automatically adjusted when the unit is in automatic. The receiver sensitivity has 10 steps which allows adjustment for a wide range of conditions. The left arrow key decreases the sensitivity, the right arrow key increases it. Pressing both keys at the same time turns the lights on for using the unit at night.

Chart: The chart speed is controlled by the "Chart" group of keys. The Z-7500 has 10 chart speeds, ranging from very slow to fast. Pressing the right arrow key speeds up the chart. The left arrow key decreases it. The chart speed can be stopped and started again by pressing both keys at the same time.

Alarm: This set of keys control the unit's alarm. It can be used as a "fish alarm" that will sound if fish or a school of fish enters the alarm zone. The bottom signal will also set off the alarm. This can be used in navigating shallow water areas, and is handy to have while night fishing when visibility is poor.,

Range: These keys allow you to select different depth ranges by pressing the up or down arrows. The available ranges are: 10, 20, 40, 60, 100, 200, 400, 600 and 1000 feet.

Speed/Log: If the optional speed sensor (Model SW-7) is installed and connected to the Z-7500, you can monitor boat speed and distance traveled which will also be displayed on the screen by using these keys.

This new Eagle unit is really a fisherman's dream come true, as it provides many functions in a small compact unit that will fit on almost any size boat and not be in the way. I wouldn't feel intimidated by all the keys on the panel. They are easy to use, the functions are easy to understand, and you have the option of just turning the unit on and letting it adjust automatically to most given conditions.

Manufactured by: Eagle Electronics, P.O. Box 669, Catoosa, OK 74015; (918) 437-6881.

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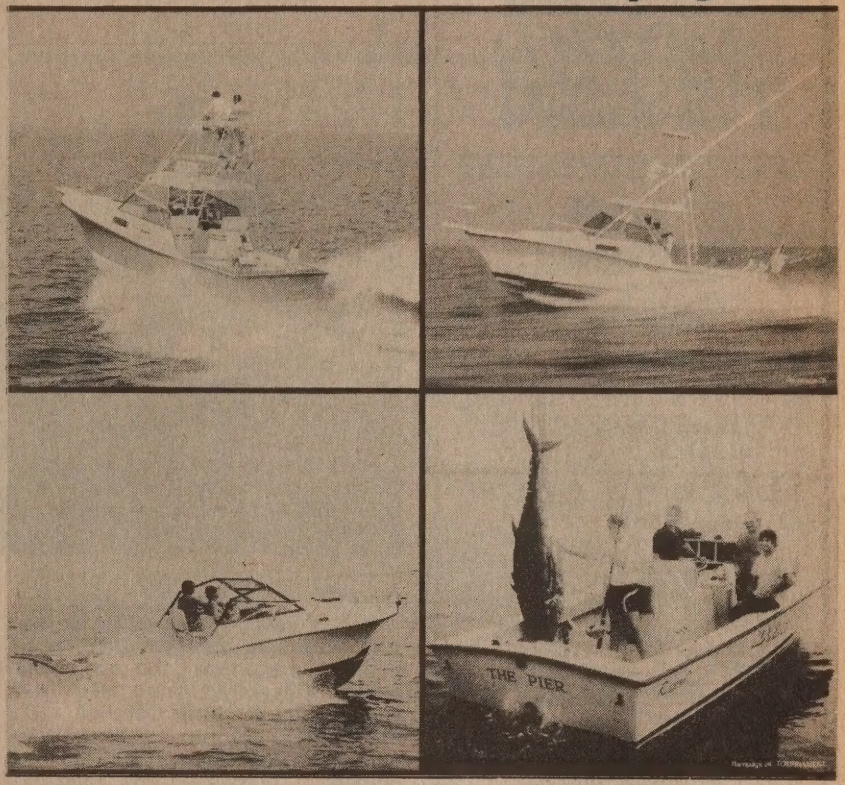

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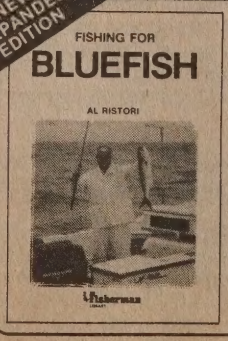

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Tackle Doctor

By Ken Freel

Dear Doc,

It has been my pleasure to read your advice to other anglers in The Fisherman and now I, too, need some advice. Recently, I relocated from New Jersey to North Carolina and I am trying to get into freshwater fishing for largemouth bass. In this respect, I purchased the following fishing equipment: a Fenwick Eagle graphite 6 foot rod with a Shimano 2200W reel complete with 12 lb. test line. The other outfit is a Garcia light action 6½ foot rod with a Penn 430SS reel with 10 lb. test line. I also purchased a 3/0 ounce casting plug to practice with.

However, my results have been very disappointing. When I cast with the baitcasting outfit I can barely reach 40 feet and very often get backlashes. Also, when I cast with the spinning outfit my plug goes high in the air or too low to the ground. What am I doing wrong?

Are the outfits I purchased right for me? After surf fishing and casting 200 feet or more I am in desperate need for advice. Please help!

Lamar W. Sessoms.

Dear Lamar,

First off, thank you for your kind comments regarding the Tackle Doctor column.

There is a big difference in casting when surf fishing and using lightweight freshwater tackle as you have already found out. I believe that the casting techniques that you have become accustomed to while surf fishing are affecting the way you are attempting to cast with these much lighter outfits.

When surf casting a fisherman uses a great deal of body leverage, arms and hands to load the rod for casting and to propel the lure out to the desired spot. The rod comes straight up and over the fisherman's shoulder as he "heaves ho" into the surf. The trajectory, therefore, is higher. Since the lure and the line are heavier they will cut through any wind resistance.

With baitcasting or light action spinning tackle the angler uses just one hand to cast. The cast is more of a flick of the wrist and the rod is usually pointed on a more level angle instead of up in the air as the cast is made. This enables the angler to direct the lure or bait more accurately as it keeps the line from going too high in the air and being blown off course by any breeze.

You say that you can barely reach 40 feet with your baitcasting outfit without getting backlash. The Shimano 2200 reel that you have is equipped with a precision magnetic spool control dial found on the sideplate of the reel. Use this dial at various settings until you can cast without getting backlashes. Remember, though, that you have to give yourself some time and practice to get used to casting with a baitcasting reel. Also, the 40 foot casts that you are presently making are not so bad.

Don't be too concerned with distance at this point. Instead, use that magnetic control dial. Find out which setting helps you cast without backlashing. It takes time, too, to get used to placing the correct thumb pressure on the line as it feeds off the spool during the cast.

The Penn 430SS spinning reel should be easier for you to get the hang of since you've undoubtedly used a spinning reel before. In freshwater fishing you are not necessarily looking for distance as much as accurate placement of your lure. Once you've opened the bail and are holding the line between the reel handle and your forefinger, remember to cast with a smooth flick of the wrist toward the spot you want your lure to drop at.

As the rod comes from behind you and up over your head, the rod tip should end up about level with your eyes and be pointing at the target area. This type of cast will keep the lure from going high into the sky which cuts down on both distance and accuracy. You've tried to compensate for this by casting hard and bringing the rod tip down below eye level. This results in the lure being cast at the water which results in unregulated, short casts.

The most important aspect is to have patience with yourself. I know that if you were able to cast a surf rod successfully that you'll be able to adjust to the lighter freshwater outfits after some time. Good luck with your largemouth bass fishing in North Carolina. I hear they grow them real big down there!

Dear Doc,

I build my own rods and for a long time I've been looking for a certain blank. I would like to build a spinning rod that is light, approximately 10 feet in length to cast lures from 1 to 3 ounces, but still be able to liveline a bunker in a pinch. Maybe the stores I shop just don't handle that specific blank. I usually build with Lami or Fenwick blanks. I'm not against chopping a blank down and wouldn't mind switching brands if I can find the blank I want. Thank you.

Paul Kozakiewicz.

Dear Paul,

I've called several excellent rod builders in an effort to locate such a blank, but the response was unanimous: you are trying to do two different types of fishing with one rod. It simply will not work out the way you want it to.

For example, a 10 foot rod that is meant to handle 1 to 3 ounce lures cannot be expected to effectively cast a live bunker and sinker that may weigh from 8 ounces to one pound. Conversely, a 10 foot blank meant to handle up to one pound of weight will not effectively cast 1 to 3 ounce lures.

Some of the blanks that you may want to look at include the Fisher 8708 and 8320 in the 9 and 10 foot lengths for livelining, or the Fisher 950 8 foot blank for casting lures. If you do, however, find such a blank that you believe works well with both light lures and live bait, then please drop me another note. Until then, continued good success with your rod building.

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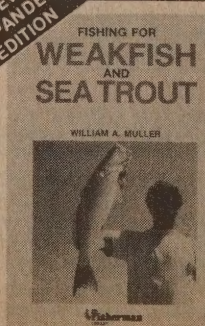

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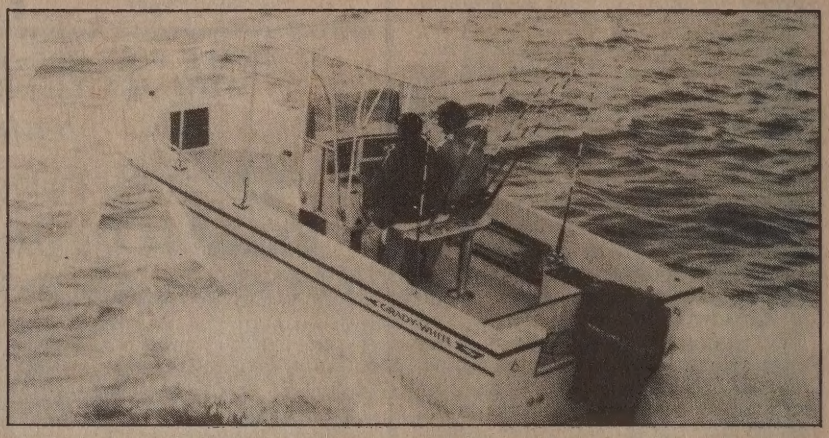
Dock Lines

By Eric Burnley



It is a good idea to check on your boat over the winter especially if it is stored outside. Water can accumulate in low spots, freezing and thawing as the weather changes and this expansion and contraction can damage your deck or hull.

Small animals such as mice and squirrels may find the inside of your boat a ready made home. Believe me when I tell you that either of these rodents can ruin the seats, trim, wiring and any other chewable item on your boat. I have had mice spend the winter in my old four wheel drive Scout and in my camper with unpleasant results. I now keep a good supply of poison baits spread about to discourage these visitors.

After a big snow storm or heavy rain your boat should be checked. Snow and rain can build up in the tarp or in the boat, adding to the weight you expect your trailer or cradle to hold.

Just checking the boat either in our yard or at the boat yard can be a pleasant experience. I like to feel it, see it, smell it and spending some time with the boat helps pass the winter. Going to the boat is a great excuse to get out of the house during the short days and long nights until spring.

Dear Eric,

I have a Sea Nymph SS175 with two 18 horse Merc outboard engines. Presently they are 22 inches apart (center to center). I was told I would get better performance and speed if they were closer together. Is there any truth to this or is the height they are mounted on the V-hull transom more important? (Meaning the further from center the more drag you would create on the lower unit.)

Also, I was told that brass bolts for mounting accessories would oxidize aluminum faster and stainless steel bolts should be used. Is there any truth to this? *M.S.*

Dear M.S.

The space between your two outboards is important, not only for speed but also to reduce cavitation. If the motors are too close together they will create turbulence around the props and neither motor will get a good bite of clean water.

While drag on the lower unit is one consideration when mounting an outboard motor, keep in mind that the prop and the cooling water pick-up must be submerged for proper operation. You will experience cavitation and overheating problems if you try to raise the motor up too high.

If you have any brass or copper fittings on your aluminum boat, get them out if you can. These metals react with saltwater and aluminum to create problems that can cause severe damage to your boat. Use only stainless steel or plastic fittings on aluminum boats.

You must also avoid bottom paints that contain copper. There are special paints produced exclusively for aluminum boats and if you use anything else the entire bottom of your boat could be ruined in less than one season in saltwater.

Dear Eric,

Can you tell me how props are labelled? What do the numbers mean? Is a cupped prop better than an uncupped prop? Thanks for your help. *John Downing.*

Dear John,

Propellers, or "wheels" as they are called on inboard boats, are labelled with the diameter listed first, then the pitch. The diameter is obviously the

circumference of the prop; the pitch is the amount of water the prop will chew into in one revolution. For instance, a 23 X 27 prop has a 23 diameter and a 27 inch pitch.

Cupping usually, but not always, makes the prop more efficient because it tends to throw the water the prop bites into with a more backward motion. An uncupped prop tends to throw some water out and away from the prop blades wasting some of the push power of the prop.

You've given me a good idea for a future column and I'll go into more detail about props.

Dear Eric,

As an avid reader of The Fisherman, I have a problem I hope you might be able to help me with. A few years ago I rebuilt a Garvey using plywood for the deck. It was stained to match the trim on the boat, which is all mahogany. The problem is that the plywood has started to have a lot of grain separation and delamination. I realize now that I should not have used plywood for the deck (it is marine plywood). I do not want to tear it all out. What I would like to do is to repair the deck the best I can and use an overlay to cover it. Do you know of any wood veneer that I could use to do this with. *Tom Young.*

Dear Tom,

I am not an expert on boat building, but I have spoken with some people who are and they have made suggestions on how you can fix your deck.

The general consensus is to fiberglass your deck, then cover it with Nautolex. The Nautolex is a vinyl product that is available in a wide range of colors; unfortunately, mahogany is not one of them. I am sure you could find something suitable in their line that would match the rest of your boat.

Since you built this boat yourself, I assume you plan to make the repairs. A few tips that were passed to me about this job might be helpful to you. First make sure your deck is completely dry before applying the fiberglass. You may have to dry the deck with a Salamander or other commercial heater to get all the moisture out of the plywood.

Soak the plywood completely with the fiberglass resin. This will prevent further delamination and give you a very strong deck. Naturally the smoother you finish the fiberglass, the smoother your deck will be and the better your Nautolex will look.

No one I spoke to recommended a wood veneer. They felt this would give you problems down the road as water seeped under the wood and into the deck.

I understand the Nautolex is available from most marine supply stores and marinas. You can write the company for more information: Coated Fabrics Company, P.O. Box 8765, Toledo, Ohio 43696-0875 or phone (419) 729-3731.

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Update

Beach Access

By Fred Golofaro

Fortunately, for all concerned, there are great strides being made in the arenas of fishery management, conservation and ocean dumping. There are plenty of people and organizations aboard these bandwagons already and that's good news for fisheries resources.

But there is another area of concern that needs attending as well. Access to a healthy fishery resource is perhaps just as critical as the resource itself. Simply put, an ocean full of fish isn't going to do any of us much good if we can't get to them.

Anyone who has spent any amount of time fishing Long Island's beaches is well aware of the trend towards shrinking access for surf and shore fishermen. It is a disturbing trend which makes little sense. As the ranks of people joining the sport continue to swell, less access is being made available. Somehow that doesn't sit right with me. Yes, more people making use of the beaches create more demands in staffing and enforcement for the government agency involved, be it town, country, state or federal. But the solution is in meeting these increased demands. Unfortunately, the solution all too often has been to eliminate the problem by more restrictive access.

Perhaps educating public officials to the benefits that this form of angling provides to individuals would help clear up some of the shortsighted foolishness that clutters beach regulations.

The pace and life-style of the 80s demands that individuals have healthy, recreational outlets to help reduce stress and provide a forum for family activities. Nothing I know of does it any better than a day or night spent on the beach!

Tourism is supposed to play a major role in Long Island's economy and since our beaches and fishing lend such a major contribution to the tourism industry, you would expect to

see more of an effort made to provide ready access to our most valuable resource. Nowhere else in the country have I encountered the restrictions suffered by shore fishermen here, with the exception of Cape Cod National Seashore.

There are obvious economic benefits as well as the potential for diminished vandalism and other unlawful activities taking place on town, country, state and federal properties. The State Park Fishing Permit system has directly resulted in a reduction in vandalism to State Park facilities.

On the positive side, the Long Island State Park Commission with the likes of John Sheridan and Mike Asheroff at the helm, has shown a willingness to work hand in hand with the fishing fraternity. A number of joint projects undertaken in recent years by the state and LIBBA (Long Island Beach Buggy Association) have helped maintain access to state park beaches.

Another positive step was taken early in 1987 when the State Department of Environmental Conservation (DEC) designated Bill McGroarity to develop fishing access priorities for the department. This marks the first time government funds have been dedicated to a program directed at improving shore access for fishermen.

The time has come to reverse the trend of diminishing access. Our numbers have grown considerably in the past decade and I see no reason why we can't begin expanding shore access areas to meet the growing demand. I think it's high time we become the squeaky wheel. Complain loud and clear to your local, state, and federal legislators and let them know that you're not happy with the current state of affairs. If we are going to see these changes, everyone is going to have to carry some of the load. Get involved! Join LIBBA (send $17 to LIBBA, P.O. Box 816, Patchogue, NY 11772) for starters and write letters when they are needed. Don't leave a handful of people to carry this load, it's just too big.

You can begin to help now by writing your congressman and the regional director of the National Park Service (Herbert Cables, Regional Director, National Park Service, 15 State St., Boston, MA 02109) concerning the current state of affairs at Fire Island National Seashore (see FINS: Where Do We Stand—The Fisherman, December 10, 1987).

A committee formed by LIBBA to address this situation arrived at the following recommendations. You may want to include them in your letter: **1.** Set a daily trip quota (50-100). **2.** Eliminate the 9AM to 5PM slot when vehicles were permitted to remain on beach. **3.** Push back opening one or two weeks from September 15. **4.** Redefine trip count as round trip instead of one way or increase number of trips.

We will continue to keep you updated on this issue, but remember, we must all do our share.

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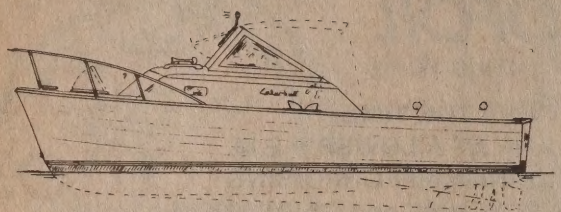

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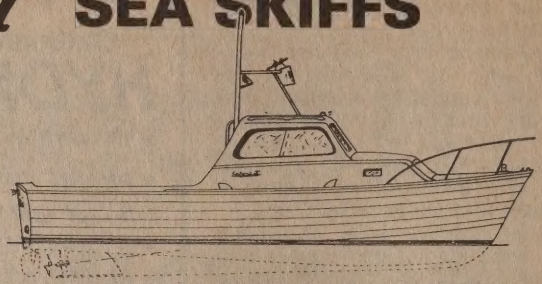

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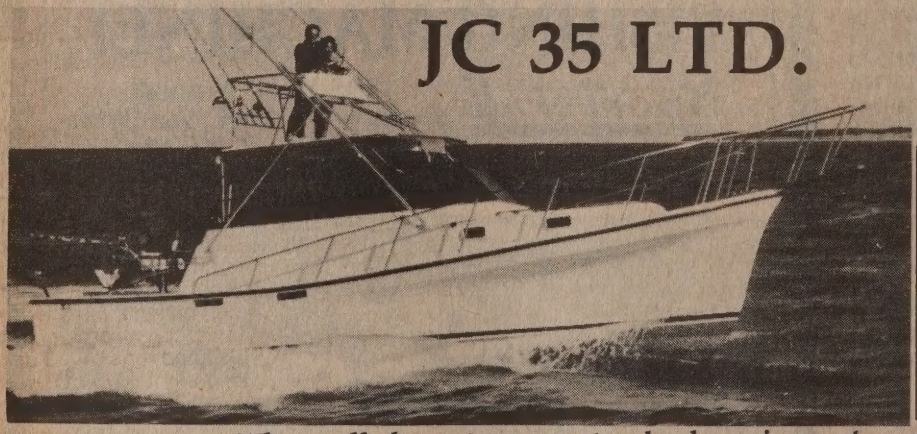

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Permit Update

1988 State Park Regulations

By William A. Muller

We reasoned that this would be a good time to discuss the Fishing Advisory Board and its activities throughout recent months. Sometimes the need to communicate gets away from us and, because we hear and participate in such discussions often, there is a tendency to believe that everyone is up-to-date. Of course, that just isn't so. Then again, the functions of the Board have changed. Originally we worked mostly to secure access, educate the Parks Commission and resolve a host of pressing problems, and now mostly involved with watchdog functions. Fortunately, with the sincere involvement of John Sheridan, Mike Asheroff, and the Commission, we have made substantial progress towards our initial goals such that for most years the pressure has been off both fishermen and the Commission.

Indeed, that is as it should be when people of good will seek real solutions to common problems. We have no need to justify our existence and invent work for ourselves, nor do we kid ourselves that we could disband without the atmosphere deteriorating again. So we meet regularly, take long looks at what has gone on and what is going on. We set up our antenna systems and when they detect that there is "a disturbance in the force,' we take on such challenges head on.

The day after New Year's finds a crowd of anglers seeking Caumsett permits. ***John Pfalzer photo.***

Caumsett provides good action in late spring and early summer. ***John Pfalzer photo.***

Therefore, there hasn't been a lot to tell you so we haven't intruded, yet the annual awareness article about upcoming rules and regs offers us the chance to highlight recent events. There have been a few more serious items to deal with of late, and I'll share these, too.

First, in recognition that some of you may be new to all this, let me tell you that the Fishing Advisory Board is a group of angling/citizen volunteers who have been meeting with Long Island State Parks and Recreation Commission personnel since about 1978. Representation on the Board has changed over the years, but at the present time consists of: William A. Muller, Bob Luchessi, William Young, Fred Lotz, John Pawelski, Donald Palmer and John Fritz.

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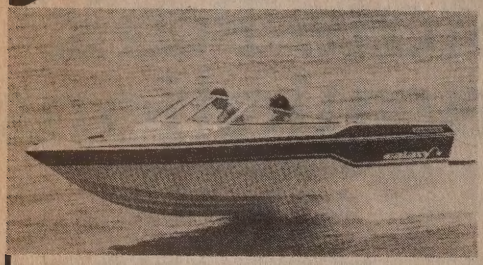
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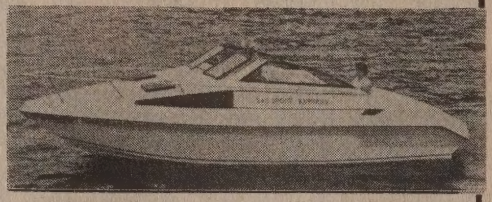
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These people represent clubs, non-affiliated fishermen, LIBBA, U.M.S. and surf fishing clubs on Long Island. Clearly, the Board deals with surf fishing because that is the access the Commission provides.

Three types of permits are issued by the Commission. These are: Night Fishing Permit, Caumsett Fishing Permit, and Beach Vehicle Permit.

I don't have the space to detail all the rules here; rather I will highlight changes and reiterate special points of interest. Complete sets of rules and regs are provided when you get your permit(s).

The Night Fishing Permit rules and regs remain the same. There is no additional access, the fee remains at $10 and it will be issued *only* between January 4th and April 29th and again between September 6th and December 31st. Seven day permits will be available for non-residents and vacationers to Long Island at a fee of $5. This permit is issued at all park offices and at regional headquarters at Belmont Lake State Park during business hours.

Caumsett Park Permit: This permit is valid only for Caumsett State Park. The annual fee is $20. These permits are issued as follows: 250 permits were issued on a first come, first serve basis on January 4, 1988 at Belmont Lake State Park office (exit 38 Southern State Parkway).

Two hundred additional permits will be issued on Feburary 18, 1988 via a lottery. Applications for this lottery will be accepted beginning Monday, January 18th at Caumsett State Park and Regional Headquarters, Belmont Lake. One application per person/vehicle/household. Duplication will result in cancellation of all rights to the lottery. The lottery will take place on Thursday, February 18th at 2PM at headquarters, Belmont Lake State Park. The $20 fee is not paid until an applicant has actually won the lottery. There is also a waiting list of 100 drawn to be issued in the event a permit is turned down or as re-issues for confiscated permits.

Beach Vehicle Permits: These permits allow operators of four wheel drive vehicles to use designated beaches (listed on permit). The fee is $25. The Beach Vehicle Permit also doubles as a night fishing permit for that vehicle. The permits will be issued only between January 2nd to April 30th and again between September 6th and December 31st, and the permits are issued at only two locations: Hither Hills State Park and Robert Moses State Park.

It is important to note that vehicles will be inspected for compliance to regulations at time of issuance. Also, permits will *not be issued in 1988 to anyone whose permit was revoked in 1987.*

All vehicles must be equipped with a shovel, rope or tow chain, sanitary facilities (plastic pails and other makeshift devices will not be considered in compliance), jack and jack board, approved tires, spare tire and a

tire gauge capable of registering a minimum of 5 PSI.

The phrase "approved tires" is new this year. That means tires that shall not exceed 33 inches in diameter and 12.5 inches in width as measured at the widest point.

The following are also new for 1988:

1. All people in the vehicle 12 years and older must have appropriate fishing equipment.

2. All beach vehicle tires must be deflated to one-half the maximum rated tire pressure for the tire in order to gain entry at beach vehicle check point sites.

3. *No open fires, camping, tents, shelters, trailers, boats, flotation devices, inflatables, bathing, surfboards, jet-skis, scuba diving equipment, wind-surf/sail equipment, alcoholic beverages and pets.*

Some of the above prohibitions are new. Study them carefully. Due to liabiltiy concerns, general safety and rules governing the operation of a government agency, the Commission offers these prohibitions with every intent of strict enforcement. *We urge you to also take these seriously since violations can result in the revocation of your permits and such revocation results in your loss of right to a permit the following year.* No one wants to see that happen; so obey the rules please.

Finally, there is the question of the Cedar Bar and access there. The bar is growing and it has been growing rapidly at times. Its growth has eliminated normal swimming from Cedar Beach Overlook, and it is moving towards Cedar Beach. Control of the end of the bar has been argued, and changing conditions on the bar mandate we undertake three-way discussions: the Town of Babylon, the Park Commission and the Fishing Advisory Board subcommittee. We urge you keep alert for news on this issue.

A note about the new tire pressure regulations. Most of those experiencd with the use of four wheel drive vehicles on the beach recommend that we "air-down." Reducing air pressure enhances flotation (we do not want traction, we seek to float), reduces wear on the vehicle and conserves the beach and the track. The best solution, according to most experienced four wheel drive users, is to install a compressor under the hood that operates off belts as does power steering or an air conditioner. Most vehicles can accommodate an air conditioner type compressor. Connectors and hoses are easily purchased. An alternative is to carry a tank of compressed air. The drawback is that it takes too much space, cannot inflate 4 larger tires and must be refilled after each trip. Some people suggested to me that they would run at half pressure all the time. *That is not a good idea!* Doing so increases tire wear, makes tires more vulnerable to glass, nails, and debris, increases the chance of losing the bead, and will decrease gas mileage significantly.

Good luck and good fishing!

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Yellowfin Tuna Management

Dick Russell

At a public hearing not long ago in Rhode Island on the proposed billfish plan for the Atlantic Coast, dire warnings surfaced about another offshore species: the yellowfin tuna. "At the rate we are beating on the yellowfin now, they may last two more years if we're lucky," said Edward "Spider" Andresen, publisher of Salt Water Sportsman Magazine. Added Robert Mahood, Executive Director of the South Atlantic Regional Fishery Management Council: "I think in two more years maximum, the yellowfin will be gone."

What exactly is happening to the yellowfin? Didn't many fishermen have a banner season in 1987, fetching bigger yellowfin at much higher prices than ever before? The answer is yes, and that is the problem—especially when you consider the impact of the vastly expanding domestic longline fleet, coupled with scores of "recreational" fishermen hopping on the high price bandwagon.

Let's consider for a moment what happened to the swordfish. "There was a historic swordfishery well within the U.S. 200 mile limit for 100 years, with a 2½ to 5 million pound annual harpoon yield," as Jim McHugh told a meeting of the National Coalition for Marine Conservation recently. "After longlines were introduced in the late 60s, stocks declined radically to the point of 99 percent of the harpoon fishery going out of business."

Even sighting a swordfish in U.S. waters is now a rarity. The result is that the swordfish longliners, particularly in the Gulf of Mexico, have all switched over to pursuing yellowfin tuna. In 1981, only 27,000 pounds of yellowfin were commercially landed by American boats in the Gulf. By 1986, that figure had soared to 6.4 million.

Estimates range between 400 and 600 domestic longliners keying on the yellowfin. Each one sets between 40 and 80 *miles* of gear, fishing on sometimes three or four different schools at the same time. "And you are really talking twice that much fishing pressure," says Greg McIntosh of the South Atlantic Council, "because they double the number of hooks."

While the Japanese and Korean boats have been concentrating on bigeye tuna in the Pacific Ocean, as McHugh notes, "The Atlantic stocks are a much more critical problem, because they are more highly predictable in availability. And longlines are totally indiscriminate, catching substantial numbers of marlin and a large by-catch of bluefin tuna as well."

But as John Hyer, a sport fisherman and a director of the National Coalition for Marine Conservation (NCMF) says of his own peers: "The recreational fishing community in the last couple years have destroyed their credibility with tuna fish, because they now sell 80 percent of their catch. So commercial fishermen can then put forth a smokescreen that makes it impossible to get anything done. I'm truly afraid the yellowfin will soon be in the same shape as the bluefin."

Nighttime chunking has been taking a heavy toll of yellowfins.

Last summer, sport fishermen were flocking with tuna to the docks of Point Judith and Montauk, where Japanese intermediaries representing major buyers would ship the fish on to command $21.13 a pound on the Tokyo market.

The trouble with the overfishing situation is that the U.S. regional fishery management councils are powerless to act, since tuna were not included when Congress extended U.S. jurisdiction over all oceanic fish within 200 miles of our shores in 1976. Supposedly the decision to exclude tunas is because of their highly migratory nature. But marlin, swordfish, shark and salmon are all highly migratory and all were included under the Magnuson Fishery Conservation and Management Act.

When the Magnuson Act was put together, tuna were intended to be included," says McIntosh. "What stop-

Yellowfin Tuna Management

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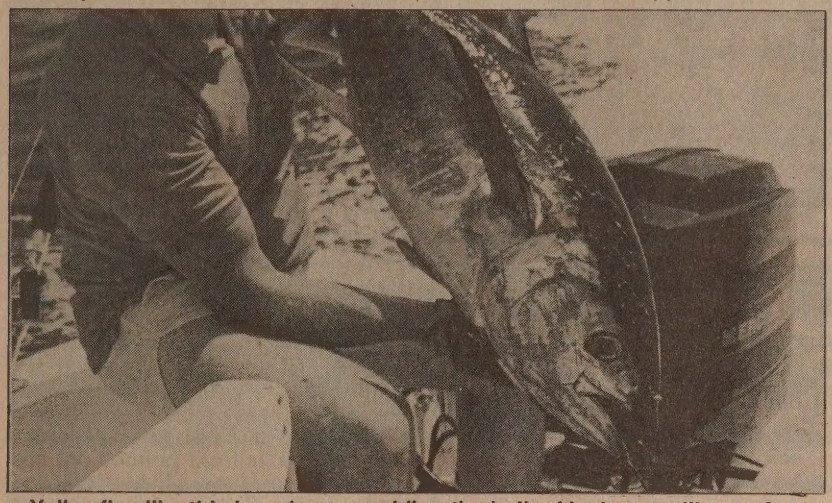
ped it was the very powerufl tuna lobby in Washington." Indeed, the U.S. Tuna Boat Association said then and since that it would oppose the entire law unless the tuna were excluded. Why? They wanted the right to unrestricted access to tuna stocks in other countries, particularly the Caribbean. The State Department went along with this, saying that the U.S. should provide foreign fleets with a "reasonable opportunity" to catch tuna in the American zone.

In recent years, however, nearly every other nation has put the tuna under its own jurisdiction. "The world has changed, while U.S. policy has remained the same," says NCMC President Chris Weld. "As a result, it is contrary to the interests of the American fishing industry as a whole, and enormously costly in terms of the overall national interest. It is time that U.S. tuna policy be reviewed at the highest levels of government."



Yellowfins like this have been providing the bulk of inshore trolling action.

Politically, the current laissez-faire approach has led to some real problems. Take what occurred when the San Diego-based distant water fleet sailed to some islands of the South Pacific, where the local people depend entirely on tuna fishing for their livelihood. "Our tuna industry was cutting its own deals with these island nations and screwing them," says Carmen Blondin, head of the American delegation to the International Commission for the Conservation of Atlantic Tunas (ICCAT). "The U.S. Government should not have allowed this; it led to a very bad situation." When the Soviet Union set out to take advantage of the bad feeling by pursuing political and economic ties with several of these nations, the State Department finally stepped in. Now the government and the tuna industry have agreed to pay $120 million over five years to a group of 15 countries for access to tuna in their waters.

So, the notion of a trade-off with other countries in terms of allowing access to tuna has not worked out. Meantime, the regional councils have their hands tied—unable to control either domestic tuna fishing or the sizable by-catch of swordfish and-marlin. The only alternative is to turn to ICCAT, which has embarked on a billfish research program and is closely watching the yellowfin situation as well.

But as Blondin says, ICCAT meets only once a year and getting quick action on the yellowfin situation off the Atlantic Seaboard is almost impossible. "There could be area restrictions—quotas, season closures—if the problem is just in one area. But it just takes so much time. The size of longlining activity is relatively staggering, with every developing country involved, too. I don't know how we will deal with it."

Blondin himself appears to favor Congress' changing the law to put the tuna under the Magnuson Act. And, with enough pressure from concerned fishermen, this would finally appear to be a possibility. "The West Coast tuna lobby is not as powerful as it used to be," adds Blondin. "Most all the canneries have moved overseas and the boats have been cut way back, too. The U.S. consumes 60 percent of the tuna in the world but imports a large percentage. But putting the tuna under U.S. jurisdiction could not be justifiably opposed by the Japanese any longer. The argument could be made that international law is now the majority of nations including tunas within their limits."

The lack of regulatory power by the councils has also led to a worsening situation in the Gulf with the bluefin population. Since that is a bluefin spawning area, ideally no fish are allowed to be taken there. But studies by fisheries scientists at the Southeast Fisheries Center determined that longlines pursuing the yellowfin took way above their quota on bluefin in 1986—a total of 1,755 fish, or about 350 metric tons, of mostly giant bluefin. Because of the quota restrictions, supposedly all of these fish were discarded—dead. Scientists estimate that only 40,000 to 50,000 adult bluefin still remain *at all*. "Stock recovery of the bluefin has not been good in re-

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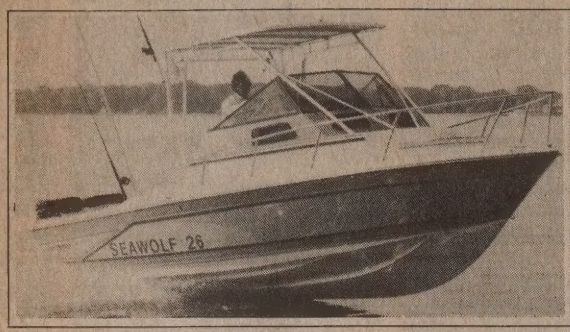

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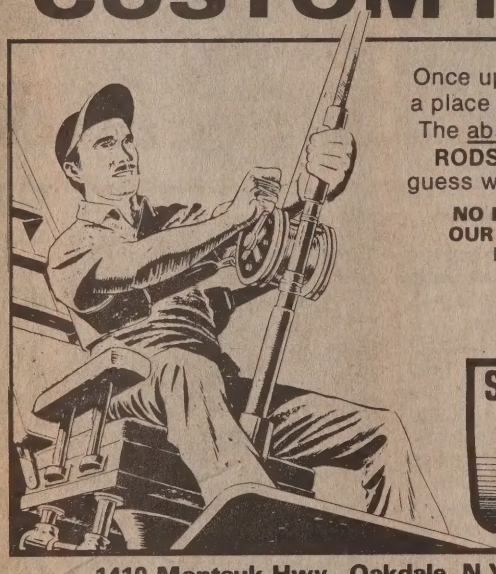

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cent years under the current management regime," Gordon Broadhead President of Living Marine Resources told ICCAT's U.S. Commissioners meeting in late October. "The total picture is discouraging compared to what we were thinking a couple of years ago. The large year-class we were hoping would help us out has vanished in the data."

Next August, National Marine Fisheries vessels in the Northern Gulf intend to look at gear modifications to reduce bluefin and billfish mortality. This will include testing of "breakaway gears," examining the minimum strength longline necessary to retain a yellowfin but allow a bluefin to get free.

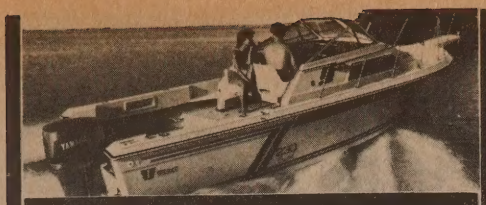
Yet, without a change in U.S. management policy toward tunas, any real restrictions on the yellowfin and bluefin populations are going to be piecemeal. It is time for fishermen to push such concerned congressmen as Massachusetts Rep. Gerry Studds and Rhode Island Senator John Chafee to seek a change in the Magnuson Act.

If the regional councils were given power to regulate the tuna, longline restrictions could be imposed in the near future if deemed necessary. As it stands now, even an effort to close longline night fishing for 40 days was shot down by the Japanese, who filed suit against the U.S. Government protesting that it was their right under the current setup.

But as Jim McHugh of the Mid-Atlantic Council has pointed out, the Japanese now have a fleet of 600 bait boats in the Pacific and other commercials are shifting to handlining yellowfin and bugeye tuna. Trawlers drag up whiting, then chum them to attract tuna on the East Coast, handlining in the yellowfin. This, in fact, puts a much fresher and more valuable fish in the boat. "If tuna is the primary target for the longliner, that's really the least efficient way to catch. The councils could have the authority to prohibit longlining, though it would take a lot of guts."

Other measures are also being bantered about by concerned sportsmen, including a high license fee that would "force recreationals to go back to fishing recreationally," as John Hyer says. Meantime, Bill Shedd of the AFTCO Tackle Manufacturing Company, is working on an incentive program to promote the tag and release of yellowfin. A monthly list of who's tagging and releasing would be published, and substantial prizes would be awarded for the return of tagged fish.

Clearly, we do not need to wait for a crisis to do something about the yellowfin situation. It is time to act now, both in putting a halt to last summer's "yellowfin gold rush," and in lobbying Congress to include the tuna under American jurisdiction. Otherwise, sooner than many might think, the yellowfin are bound to go the way of the bluefin and the swordfish.



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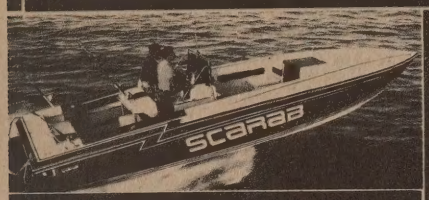

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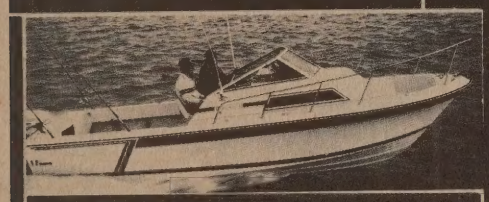

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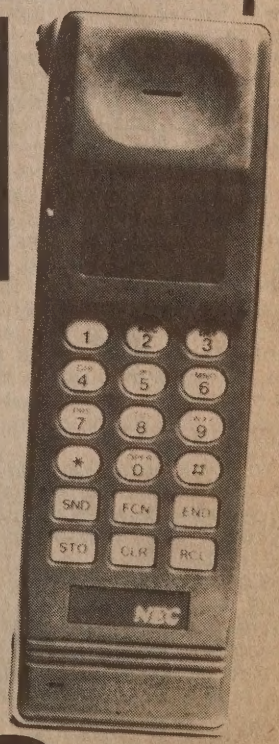

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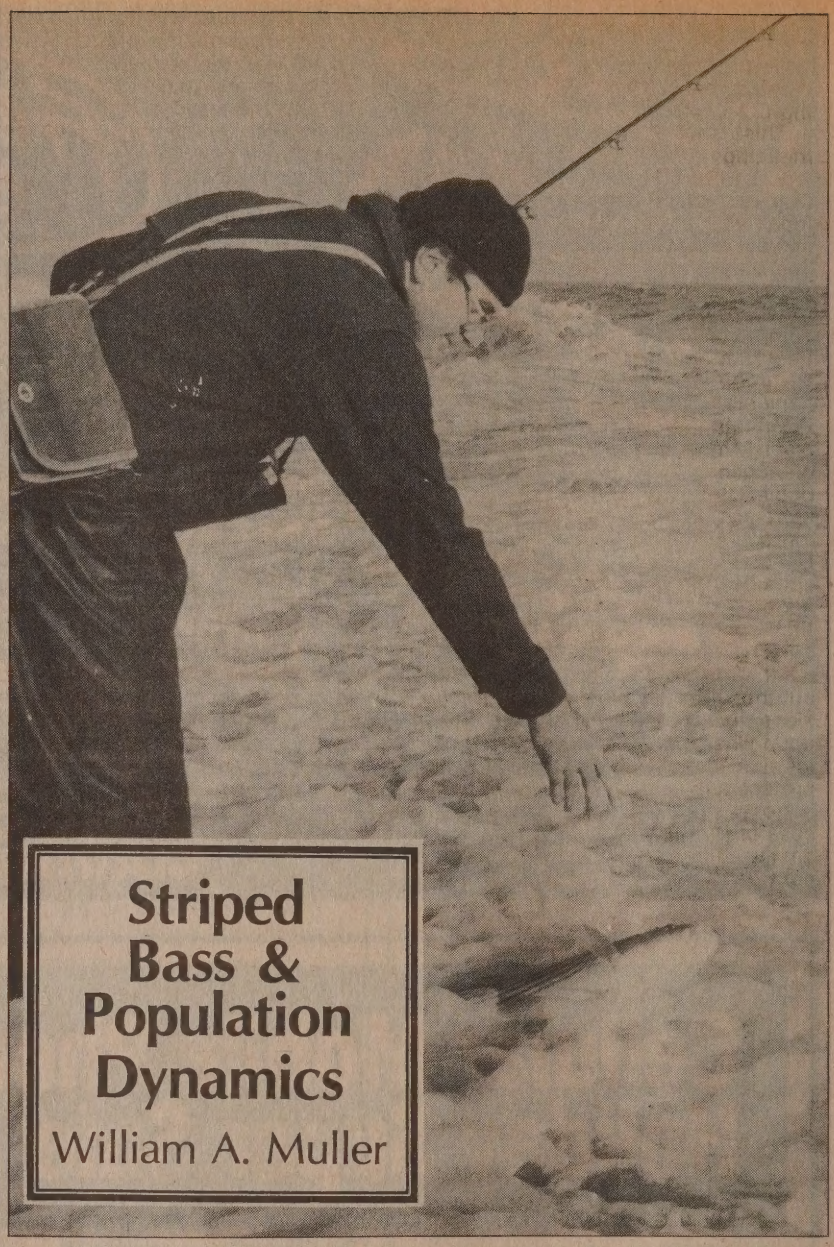

Striped Bass & Population Dynamics

William A. Muller

Most fish are dramatically cyclical. That is, the size of their populations swing widely through the course of decades. There is little any of us can do about that, short of establishing a plethora of fish hatcheries for each species all over the world. Most of the swings in abundance are due to natural rhythms, but habitat destruction, pollution, and overharvesting practices also either cause or contribute to wild changes in population sizes.

Indeed, this seems to be what happened to striped bass in the 1970s. Following almost two decades of on and off alternating good and mediocre year classes, bass reproduction saw its most successful year in the century: the biggest year class of stripers ever! Of course, we are talking about Chesapeake bass, and when these young fish made their first migration, there was an incredible run of fish.

Typical of such swings in abundance, it is not unusual with fish that a great spawning success is followed by a given number of years of poor recruitment. Bass were no exception. We did not really have a good year class since. There were a few that were okay, such as the 1982 year class that we are currently trying to conserve, but nothing to compare to the 1960s and the 1970 class.

It's been a long dry spell. In fact so long that many people fishing today weren't actively pursuing striped bass in the 1960s and early 1970s. Those who weren't fishing then obviously can't remember how many bass there were. This is an important observation because the last few years there have been more bass around than during previous years. The operative word is *more* which is a word used to make a comparison. It is not a word of absolute judgment. More compared to what? In this case, more is relative to the years when there were so few bass around it didn't pay to seek them out in most cases. Successful spawning years in the Hudson combined with an okay year class in the Chesapeake in 1982 has meant MORE bass around. The fishing still isn't great relative to the 1950s, 1960s, and early 70s, or compared to what it should be, for that matter. Yet, is spawning success the only factor in greater availability of bass?

No, there have also been the factors of controlled harvest, sale moratorium, and weather patterns, and it is important to examine these closely, one by one.

Reduced fishing pressure was the result of several factors. One was natural. As more and more fish were harvested, the prospects of successful bass fishing diminished until only the best and hardiest of striper fishermen were still at it. Even among commercial harvestors, pressure gradually was reduced slightly as less skilled fishermen hung up their gear. The 24 inch law and then the moratorium were most significant in reducing fishing pressure, and as Hudson spawned fish and the 1982 Chesapeake year class began to feed in coastal waters without harvest pressure, we began to notice more bass mixed with our catches of blues and weaks.

However, it would be a mistake to believe that the numbers of fish we have been seeing is only the result of reduced pressure and modestly successful year classes. Weather patterns have played a crucial role. In the 1970s we experienced warm summers and extremely warm fall weather. Summertime water temperatures soared into the upper 70s and remained there through September and did not fall into the low 50s or upper 40s until mid or late November.

The result was that stripers migrated farther north than they otherwise might. In fact, for several years in the late 1970s there were reports of outstanding and consistent runs of bass and monster blues as far north as northern Maine. Certainly the record supports the view that many larger bass that would have ended their northward migration at Montauk Point, continued north to Massachusetts in search of slightly cooler water temperatures. Thus, in those years catches of large bass were impressive at the Cape, while bass fishing at Montauk was disappointing in consecutive years. It is no accident that bass fishing at Montauk the last few years has been excellent, while comparatively speaking, striper fishing on the Cape has been disappointing. It is also no accident that water temperatures have been lower overall. For example, this summer water temps off Long Island hung around the 70 degree mark and fell quickly into the mid-50s early in October following a week of cold weather.

Thus, it would also be a mistake to conclude that East Coast bass stocks are back to normal, and that bass

fishing is equal to what it was in previous decades. The species continues to need careful conservation through the implementation of meaningful management strategies.

This discussion takes on added meaning with the recently released report from New York DEC officials that the 1987 Hudson River spawning index was the highest (60) since the surveys were begun eleven years ago. The data that shows good spawning success in the Hudson through most of this decade has become fodder for commercial fishermen, especially the East Hampton Baymen's Association, to argue for reopening commercial harvests. Regrettably, even a few scientists who should be able to see clearly the complex picture that bass management is, have recently made public statements hinting that commercial catches should again be permitted. Fortunately, Gordon Colvin, Director of Marine and Coastal Resources for New York DEC has adopted a more realistic and scientific approach to this issue and is sticking with it.

Mr. Colvin has repeatedly pointed out that we must avoid simple conclusions, that the East Coast stocks rely upon Chesapeake spawning for overall success, and that the struggle to protect and manage striped bass is not over simply because of a few successful year classes in the Hudson. I am paraphrasing many speeches and conversations, but I believe him to be correct. We must manage conservatively and we must avoid becoming overconfident. We have been warned by philosophers that if we do not learn from the lessons of history we are doomed to repeat them. In the last four years we have seen some proof of what proper striped bass management can do.

As a scientist I know that management strategies should first and foremost, consider the fish and when it comes to people, should provide the greatest good fo the greatest numbers without damage to the fish. A small group of humans continues to push for their special interests in spite of the lessons of recent history and the proof that better management provides benefits for the majority of humans. It is clear that striped bass left in the ocean are worth many times what they are dead! This principle cannot be stressed strongly enough when it comes to many species of fish such as striped bass that ultimately involve millions of people in various facets of the economy of the fish. The least productive and least important link in the economic chain of such species is the commercial harvest. It is the most visible and easiest to measure, but because of that we must not fall into the trap of assumption that it is the lion's share.

Dr. Saila, fisheries scientist, noted in a recent report that the relative contribution of striped bass from the Hudson has increased from about 15 percent to near 50 percent in 1986. The operative phrase is "relative contribution." When the issue of bass being killed at cooling facilities of Hudson power plants was an issue in the mid 1970s, I testified that the destruction of millions of young bass should not be dismissed as unimportant because the Hudson made a relatively minor contribution to the size of the East Coast stocks, because that contribution could be three or four times higher if spawning was not successful in the Chesapeake. Generally my comment was dismissed as erroneous; that the Hudson could never make that great a percentage contribution.

I'm not patting myself on the back, I am warning against using data where and when it is convenient. The Hudson contribution is a limited one. The actual numbers of fish from a successful spawning in the Hudson is only a small fraction of the fish supplied to the fishery by successful spawning in the Chesapeake. Therefore, we cannot justify reopening commercial harvest.

It is important that public officials under relentless pressure from commercial harvestors to reopen the fishery, receive comment from those who would benefit most by leaving the bass in the ocean: that careful management should be maintained, and how important it has been to see modest increases in the numbers of bass.

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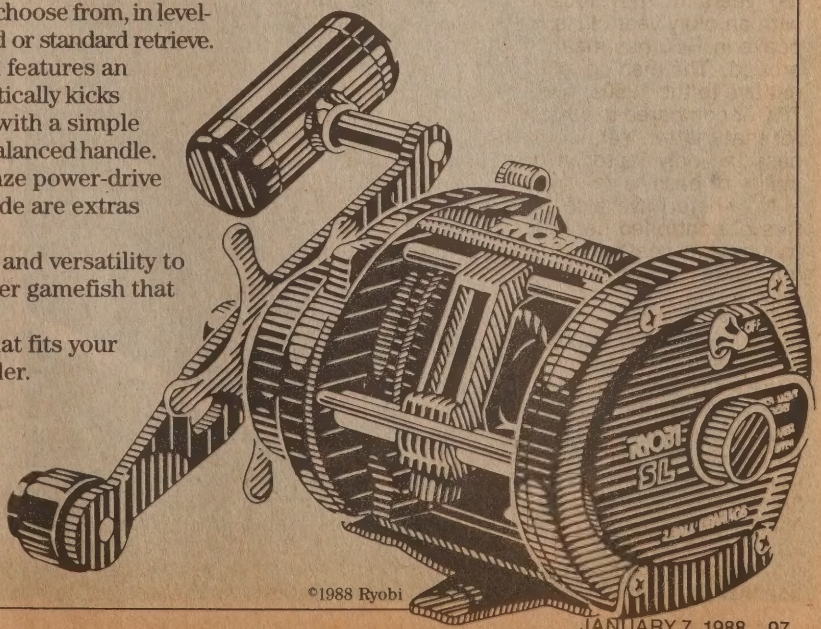

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Best Show In N.Y.

Pete Barrett

The move by the National Marine Manufacturers Association of the New York International Boat Show to the Jacob Javits Center last year brought about some tremendous changes to this venerable show. Billed as the world's oldest boat show, it had literally outgrown its previous headquarters at the New York Coliseum.

The change in address to the modern and far larger Javits Center opened the door to an expansion of exhibitors and services that left most boat show visitors extremely pleased. Not to be outdone by the 1987 success, the crew at NMMA has again expanded the show and has made some exciting additional changes that will make this year's show easier to see and more enjoyable.

According to Frank Scalpone, managing director of the show, the exhibit space was enlarged by 40 percent and for 1988 the show will be held entirely on one floor. This will be a big advantage to Fisherman readers who come to enjoy the show's exhibits and spend a day browsing among the newest of boats, engines and accessory gear.

Food was once a complaint at the Coliseum, but every reader we spoke to at our booth last year was genuinely "wowed" by the courteous service, good choice of meals and available seating room. The only complaint we heard was that some of the food was priced on the high side. We agree, but after working that show for 11 days, our staff enjoyed the chance for a hearty meal, instead of the stale sandwiches of Coliseum days. The food was good and runs from danish and dogs at the refreshment stands to full course dinners in the cafeteria.

Some people were afraid of a lack of parking, but again we heard no major complaints; so long as you got to the show early. Bus and taxi services were excellent and parking in the area was tight but available. We know several fishing clubs in Long Island, Connecticut and New Jersey that hired buses to take their members to the show in style and comfort. Subscriber Bud Rawls from Wilmington, Delaware went up by bus with a group from his office and said, "We had a party on the drive up, had a great day at the show and a nap on the ride home. It was the best boat show we've ever been to!"

Scalpone says there will be over 1,000 boats at the 1988 show along with literally thousands of accessories, electronics, books, fishing tackle and related boating gear. The show will take a full day to see, so plan on an eight hour day.

Among the fishing displays will be booths by Penn and Fenwick, Sea Isle Sports, Edelman's and the Montauk Charter Boatmen's Association. The four editions of The Fisherman will be there, along with other publications like "Salt Water Sportsman."

Although many boat manufacturers start their production of new models way before January, the New York International Boat Show is traditionally the show where many companies show their new product lines of the coming year for the first time.

Outboard manufacturers like Mercury, Mariner, Yamaha, Evinrude and Johnson will have some new engines on display that feature improved fuel economy, durability and high tech innovations. Inboard manufacturers like Caterpillar, Crusader, Volvo, Johnson & Towers and others will have their latest innovations for the new year.

Every major boat manufacturer will be on hand at the show and so will their local dealers. This show is a good time to make an early deal on a new boat and you can be assured of delivery before the season. Several manufacturers are reporting excellent sales and back orders of three to four months for delivery. Some buyers who wait until spring may have a tough time getting delivery in time for the fishing season.

The show runs from January 7th to the 17th. Thursday, the 7th is open to members of the trade only, while Friday the 8th is a special red carpet day with a specially priced $15 ticket available at the convention center. Admission to the general public is from the 9th to the 17th at $7 for adults and $3 for children.

Show hours are 10AM to 6PM on Thursday and Friday the 7th and 8th; 10AM to 10PM Saturdays and weekdays and 11AM to 6PM on Sundays.

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TBT Threatens Marine Environment

By Brian Frank

The growth of barnacles and algae on a boat's hull or engine parts will inevitably interfere, or "foul," the normal function of the engine. The presence of these "fouling" organisms also increases the amount of drag on a vessel, causing a decrease in potential speed and an increase in fuel consumption. Many marine paints have incorporated toxic compounds into the paint to inhibit the growth of these organisms. The most effective of these anti-fouling paints contain the chemical tributyl tin.

Tributyl tin (TBT) is an artificially produced compound in which carbon, hydrogen, and chlorine are bonded to the tin molecule. The resulting compound, a member of the organotin family, has highly toxic and stable properties which have been utilized by various industries for years.

Organotins have been used since the 1950s for their stabilizing properties. Today, most commercially produced organotins are used to stabilize PVC plastic. Other uses include fireproofing agents for plastics and wools, anti-oxidants for lubricants and as waterproofing agents for bricks, textiles and paper products. Its toxic properties (TBT is one of the most toxic *and* commercially important members of the organotin family) make it an effective biocide for foam rubber, wood and paper preservatives, and as of the mid-1960s, anti-fouling marine paints.

The increased popularity of TBT marine paints has brought about an increased concern for TBT's impact on the marine environment. Dr. Edward Goldberg, a Professor of Chemistry at the Scripps Institute of Oceanography in La Jolla, California, uses two superlatives to decribe TBT-based marine paints:

"First, they are probably the most toxic compounds ever deliberately introduced by societies into natural waters. Second, they are the most effective anti-fouling agents so far devised for the inclusion in paints to protect surfaces from the growth of marine organisms."

Despite its effectiveness as an anti-fouling agent, scientific data is showing that TBT's toxicity is affecting a wide variety of non-target marine organisms. The toxicity of tributyl tin is measured at the part per trillion (ppt) level. At low concentrations, TBT is a slow acting neurotoxin, penetrating an organism's nerve tissues. Slightly higher concentrations cause malformities in epithelial (or surface) tissue. This effect was documented in clams exposed to TBT in laboratory experiments. Clams exposed to TBT solutions quickly developed swollen siphons, shell deformities, excess mucus, and were insensitive to touch. Higher concentrations can result in an acute mortality increase in bottom dwelling organisms as well as an absence of algae and marine fauna.

Two nations have already acknowledged the danger of TBT by restricting its use. The first to do so was France, which in 1982, banned the use of TBT based paints on all vessels under 25 meters long. This restriction first applied only to boats harbored in the Atlantic, but was later extended to include the entire French coastline.

The restriction followed a near disaster concerning one of France's oyster rich bays. Poor tidal flushing caused an accumulation of TBT in the seawater and sediment of the bay. Beginning in 1977, there were very noticeable deformities in the shells and bodies of the oysters. Healthy oysters transplanted into the bay suffered a 50 percent mortality rate in a period of 130 days while oysters relocated from the bay quickly resumed normal growth patterns.

The restriction placed upon TBT played an enormous part in revitalizing France's oyster industry. In the year preceding the ban, 95 percent of the oysters suffered from TBT related deformities. In the ban's first year, deformities decreased by 20 percent and dropped another 20 to 40 percent in 1983.

England, struggling with their own waning oyster industry, took quick notice of the success of France's restriction and became concerned with the possible effect of TBT on their own shellfish industry (over 90 percent of England's recreational vessels use TBT marine paints). In 1985 the British Ministry of Agriculture, Fisheries and Food conducted an analysis of British coastal waters. It was soon discovered that many estuaries on England's East Coast contained concentrations exceeding 2,000 ppt.

England chose a different method of restriction than their neighbors across the channel. Instead of restricting the size of the vessel, England chose to restrict the amount of TBT allowed to be incorporated into the paint. In 1986 England banned the production and use of paints with more than 2.5 percent tributyl tin. Copolymer marine paints are formulated to have slower release rates in an effort to decrease the output of tin. However, their improved safety is not proven and they may be as hazardous as regular, or "free-association" paints—England's restriction includes a 7.5 percent limit of tin in dry film form for copolymer paints.

As summarized earlier by Professor Goldberg, the dilemma over the use of TBT lies between its potential hazard to non-target marine organisms and its effecivenes an an anti-fouling agent. The accumulation of barnacles and algae on the underside of a boat is often more than a minor annoyance. The increase in fuel consumption due to their presence often adds up to a considerable maintenance cost. Also, engine parts encrusted with barnacles often require extra maintenance to ensure their proper function.

Recently, a New York marine retailer forwarded an anti-TBT paint memo to the International Paint Company, the world's largest manufacturer of marine paints. On January 22, 1987, Marketing Manager Jack Evans replied with a memo of his own on behalf of International Paint concerning 'An Overview of Tributyl Tin Containing Anti-Fouling Paints."

The information presented in this overview contain claims which are misleading to say the least; and completely inaccurate at the most. International Paint describes TBT as: "...a bio-degradable pesticide. It rapidly degrades into naturally occurring, non-toxic materials and does so with in 5 to 40 days."

Although TBT does break down over a period of several weeks, it does not break down into *non*-toxic

materials. Tributyl tin decomposes into the *less* toxic chemicals dibutyl and monobutyl tin respectively. Even degraded tin in its simplest form can be hazardous to bottom dwelling organisms. Also, the decomposition process is accelerated by sunlight, which diminishes rapidly after depths of more than a foot of seawater—extending the period of toxicity and allowing certain sedimentary bacteria to transform the degraded tin into very toxic methylated forms of the metal.

International Paint also claims: "Extensive studies have clearly demonstrated that TBT does not bioaccumulate in the human body or any other organism of which we know."

This statement completely contradicts more scientific studies of bioaccumulation of TBT. There is actually a large amount of research documenting bio-accumulation in scallops, clams, snails, oysters, crabs, many other species of crustaceans, and even finfish. In some cases, concentrations of TBT range from 1,000 to 6,000 times the concentration in surrounding waters. A particularly interesting example of bioaccumulation can be noted in a 1983 aquaculture project in the Auke Bay of Alaska.

Three month old Chinook salmon were reared for more than a year in sea pens treated with a TBT based paint (this was a common practice to prevent barnacles and algae from reducing water and oxygen circulation within the pens and TBT was thought barely soluble in seawater). Unknown to the researchers, concentrations of TBT ranged from 28-90 ppt throughout the growth period. The researchers were shocked to see young fish dying for no apparent reason. Tissue analysis of the fish showed high concentrations of tin to be the cause of death.

Since aquaculture projects are often sold to fish markets, the researchers decided to examine fish from wholesale markets in Portland and Seattle to test for TBT contamination. Of 15 salmon examined, 11 contained concentrations of up to 0.2 micrograms of TBT. The researchers were quick to note that cooking does not degrade or remove the tin compound. The researchers believe this to be the first entrance of TBT into the human food chain.

Despite International Paint's belief in the safety of their product, two U.S. states have joined France and England in restricting the use of TBT. Virginia and Maryland have both prohibited the use of TBT on all vessels under 25 meters long effective immediately in Virginia and as of December 1, 1987, in Maryland.

In addition to the conclusive evidence showing TBT's toxicity, more recent research shows that TBT's toxicity may be underestimated. In many laboratory experiments the level of TBT was presumed to stay constant throughout the experiment, failing to account for the varying concentrations found in nature due to tidal flushing, varying levels of sunlight, and other uncontrollable variables existing in nature. Also, data from a 1983 study in England shows that the highest concentrations of TBT exist during the late spring when most freshly painted boats are returned to the water. This time coincides with the reproducitve cycles of many marine species. Like other pesticides, TBT can be more damaging to developing organisms than fully mature ones.

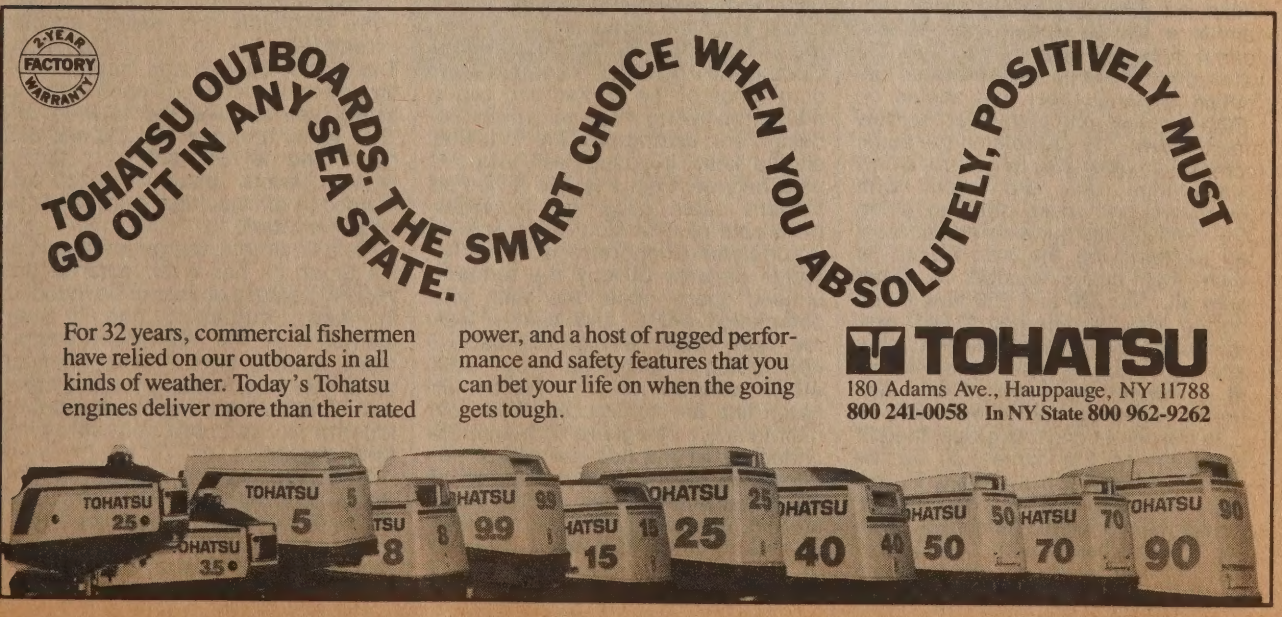
The recent apprehension surrounding TBT has not affected the interest of the United States Navy. The Navy estimates a fuel savings of 15 percent if it used the tin paints. This would amount to $150 million saved annually from a reduced fuel consumption rate. In addition to fuel savings, the Navy also estimates savings from fewer hull cleanings and an improved reaction time in a crisis because of the reduced drag on the vessel.

The rising controversy over the use of TBT has prompted the Environmental Protection Agency to complete a special review of TBT's impact on non-target organisms before the Navy may use the paints. The EPA has begun by reviewing TBT's registration under the Federal Fungicide, Insecticide, and Rodenticide Act. They have also issued a product "call in," requiring manufacturers (like International Paint) to supply information on the safety of their products.

In retrospect, history points out countless times in the last 20 years in which the reckless use of a "safe" pesticide has resulted in a catastrophic loss of wildlife. Almost all the conclusive information gathered to date seems to indicate that the economic advantages associated with the use of TBT does not outweigh the potential loss of marine life also associated with TBT.

Trubutyl tin is one chemical that can be kept off the long list of contaminants already present in U.S. coastal waters by restricting its use before it's too late. Dr. Goldberg, an authority on marine chemistry draws some haunting parallels between TBT and the infamous DDT and feels the only responsible action to take in regard to TBT is a complete ban against the deadly chemical.

Goldberg points out: "Estuarine food webs, which are the base for much of our commercial fisheries, must be protected. The strong parallel between the impact of TBT on non-target organisms and that of DDT in the 1960s is patent. DDT was banned by the United States and many other countries after the unacceptable ecologial disasters became too evident. Clearly the time to act against TBT is now."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1988 Fishing Boat Lineup
Part One

By John N. Raguso

Although last season was a tough one to beat relative to new boat intros, the '88 model year offers more than ever before for both inshore and blue water enthusiasts. There is a certain movement going on in the boating industry that can be best described in one word: evolution. Boats are getting longer; boats are getting wider; there are at least eight small boat companies known primarily for their bantam weight hulls that have now made or will soon execute a quantum leap into the major leagues with 28 to 40 foot craft.

This year's review features some familiar names that you'll all recognize, as well as a handful of up-and-coming builders who bring new ideas and a fresh competitive spirit to the party. Whereas in the past we've tried to keep our analysis confined to the "middleweights" whose classification is dictated by 21 to 28 foot length parameters, as builders continue to "grow" their product lines, we'll sneak in a couple of the big boys. Since we're going to cover 27 different manufacturers for 1988 and want to give a fair shake to each, we'll do this in three installments: Part 1 will investigate what's new from Mako Marine, Grady-White, Hydra-Sports, Steiger Craft, Sea Wolf, Oceanic, Ocean Master, Fountain, Blackfin, and Black Watch. Wave 2 describes the latest from Robalo, North Coast, Sea Ox, Aquasport, Stamas, Tiara, Albemarle, Dusky and SeaCraft. Week 3 will close with Sport Craft, Boston Whaler, Chris Craft, Biddison, Sea Ray, Winner, Rampage and Pro-Line. Without further adieu, let's take a look at what 1988 has to offer:

Mako: This Miami-based builder has incorporated a fleet of revisions into their product line for the new model year. First off, they've changed their nomenclature system, with cabin boats getting a "0" designation and center consoles followed by a "1." So the cuddy stable includes the 220, 230, 240, 250 and a new extra wide 8.5' beam 260 walkaround that made a cameo appearance at last fall's Freeport Boat Show. The 260 has gone through a number of updates since October and should be ready for a second premier at the New York Show. The 230 retains the same hull as the older 238, but sports a new walkaround deck and layout, with horizontal rod racks situated along the inside of the gunwale and accessed by removing the twin lift-out 54 quart fish boxes located on either side aft. The 220 and 250 now incorporate Mako's patented C-PAC system for recessed electronics storage, and both cuddies also feature a pair of gunwale mounted lift-out fish boxes, replacing the old baitwells.

In the center console group, the 221 is based on the same hull as the former 224, but borrows many ingredients from last season's 231, in particular the removable fish boxes, seating arrangements and C-PAC unit. The 211 has taken the venerable old 21 CC to a third generation, but read my review in this issue's Boats for Anglers column for more specific details. Finally, Mako's Brett Schwebke tells me that there is a new 17 Special Edition CC being offered this year that will carry a very attractive price tag for all those anglers looking to join the Mako family with an entry level boat.

Grady-White: As mentioned in the BFA review a few months ago, the big news for this North Carolina manufacturer is a revised deck layout for one of their most popular boats ever, the 240 Offshore. Eddie Smith, Wiley Corbett and company continue their dominance of the walkaround cuddy market by taking the time proven 240 design and adding new life to it that should keep it young well into the next decade. Features like a domed forward cabin allow for increased headroom plus horizontal storage for 6 additional offshore rods. A pair of tackle drawers occupy the formerly unused space under the helm and companion seats, and built-in teak toe rails make wiring and gaffing large pelagics just a tad safer. Both aft baitwells are now rounded and all hatch lids are constructed from low maintenance fiberglass, with even the underside of the lids gel coated for durability. The flush anchor locker in the forepeak allows you to hide away an 8 lb. Danforth-type hook and also permits returning the rode at the end of the day with minimum hassles. A molded fiberglass bow pulpit completes the list of major revamps to this second generation Grady.

From a construction point of view, all conventional G-W outboard hulls now come with a 5/16" angled aluminum reinforcement plate which is laminated into the transom inwale to further beef-up what many consider to be one of the industry's strongest transoms. The idea here is that the two top mounting holes of your outboard motor will be drilled through this backing plate, spreading the load more efficiently and adding supplemental security to the installation. The 25 foot Sailfish and Trophy walkarounds now come equipped with the same type of recessed forward anchor locker found on the 230 and 240 craft, and all 25 I/Os and Grady bracket boats feature a 110 qt. molded-in aft insulated fish box with overboard drain.

As a final note, the rumors that Eddie Smith Jr. has a 28 footer in the planning stages appear to be founded in fact. Scuttlebutt has it that members of the Ray Hunt design team, famous for the 31 Bertram of yesteryear, are working hand-in-hand with Grady-White engineers, putting together an outboard hull with awesome potential.

Hydra-Sports: The news from Nashville is that there's a duet of new 20 footers on the horizon for 1988. Based on the 20'x8' hull of the successful 2000 Dual Console, a 2000 Center Console will be ready by early

Upper Left: Fountain 29SF; Upper Right: Steiger Craft 23 Cheasapeake; Center: Grady White 240 Offshore Bottom: Hydra Sport 3300 ccc.

February and a 2000 Full Cuddy is scheduled to be launched in the midsummer. An 18 degree transom deadrise will be standard on each, along with an 85 gal. fuel capacity. Both will also incorporate high freeboard with plenty of storage, and bronze thru-hull fittings for security.

Last year's rage, the 3300 CCC has gone through some minor layout and deck revisions that will make this aggressive design even more popular with the long-range blue water crowd.

Steiger Craft: This eastern Long Island boatbuilder has joined the ranks of the 23 foot wide-body club with a 23'x8.5' deep vee cuddy cabin boat for 1988. According to Operations Manager Mike Blair, this new addition to the Steiger lineup is a radical departure from the former modified vee workboats that have been this company's bread and butter down through the years. The new design features 19 degrees of transom deadrise in a 100 percent hand-laid, 12-layer fiberglass hull, weighing in at a beefy 3500 lbs. Basic foam flotation and a self-bailing cockpit are standard, as is stainless steel hardware and a five-year warranty. Standard fuel capacity is 100 gallons, but a 145 gal. tank is also available as an option. The Chesapeake configuration offers the protection of an enclosed helm station, whereas the Block Island layout has a teak windshield with a modified hardtop. Power options are single or twin 25" shaft conventional outboards, single or dual Gil brackets with a full height transom, or single Volvo I/O in gas or diesel.

Sea Wolf: Last year's Freeport Boat Show was my first introduction to this Clearwater, Florida manufacturer's product line, and I immediately spotted a hull design that looked very familiar. Upon closer inspection, the Sea Wolf's variable deadrise vee hull drew more than a passing resemblance to that used by the 23 foot SeaCraft, so I was determined to give Sea Wolf a call to get the inside scoop. Talking to company President Al Larsen, he told me that Sea Wolf was owned by Watkins Yachts, a sailboat manufacturer since 1973. They were commissioned as subcontractors by SeaCraft to build their 27 foot series boat that was officially launched last season, but the deal didn't work out. Watkins management decided to construct a new and improved version of the SeaCraft, especially after the original patent on

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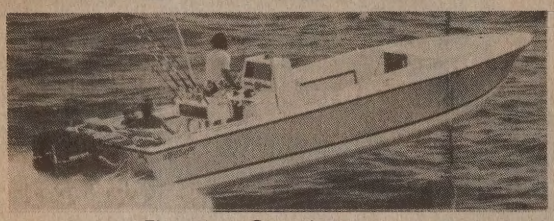

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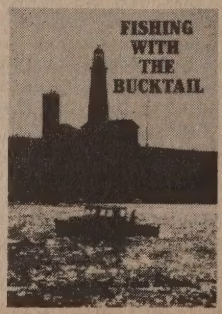

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the VDH hull was rescinded by a Florida court last year. They started with a 22' 2" hull, expanding the beam to 8.5' and removed the forward running strakes as well as conducting some surgery both above and below deck, producing a clone similar in many performance respects to the original 23 SeaCraft, but breaking new grounds in others.

New for '88 is a lengthened 26 footer in either center console or walkaround cuddy layouts, sharing the 22's extra wide 8.5' beam. Both vessels come equipped with 195 gal. fuel cells for bluewater use and incorporate a sophisticated fiberglass box beam stringer system for integrity. The hulls are 100 percent hand-laid fiberglass, with a vinylester resin skin coat to help prevent gel coat blistering, and come with a 5 year warranty. Basic foam flotation is sprayed under the deck and both the CC and walkaround feature two-piece construction. We'll be conducting a review later this year in Boats for Anglers on the 22 Sea Wolf walkaround cuddy.

Oceanic: This Hialeah, Florida builder is one of the aforementioned group that's making a jump up to the big leagues this season with a 31 foot sportfisher. The queen of the Oceanic fleet will be unveiled later this year at the Miami Boat Show and will come in both a full cuddy and center console cuddy layout, with 300+ gal. of fuel. I've seen some of the initial artist's drawings and this looks like it's going to be a winner. Power will most likely be straight inboard in either gas or diesel.

The 259 Open Fisherman is also going through some revisions for 1988, specifically with regards to increasing the standard capacities of both the fuel cell and the hold of the forward in-deck fish box. A review of this vessel will appear in Boats for Anglers within the next few weeks, and some of you CCC fans out there might be interested, so be on the lookout. Manny Hernandez mentioned that his design team is planning to launch a new 249 wide-body walkaround cuddy to meet the needs of those who fish in the northeast sector (that's us) sometime later this year. It will provide improved weather protection for those who like to extend their season by a few months.

Ocean Master: A call down to Ocean Master President Mark Hauptman revealed that there is a larger 33 footer to be added to the fleet later this year. It will measure 33' 3" on the centerline with an 11' 6" beam. Construction is the standard 20-year 100 percent hand-laid fiberglass hull, with a huge 70 gal. livewell and 265-500 gal. fuel capacity, depending on power choice and owner preference. The hull will carry 13 degrees of deadrise at the transom, and will come in a modified walkaround cuddy layout.

Also news for '88, the 28 foot hull has been pulled from the Ocean Master fleet and the cabin on the 31' has been revised to make it easier to get around when moving forward. A

27' cabin boat is planned for later this year to complement the already popular 27 CC introduced in 1987.

Fountain: This North Carolina boatbuilder is one of the revered names on the offshore racing circuit, and they hope to duplicate that rep with blue water fishermen as well. Launched late in 1987, their 29 SF center console cabin is turning heads whenever it makes an appearance on the tournament scene, and for good reason. The sleek lines of this leopard create the impression that it is tooling along at 40 knots, even when it's tied up at dockside.

Since I had to get a feel for this rocketship firsthand, I was directed by Fountain personnel to Long Island's Jericho Boats, where marina manager Gerard Turza took me on a test run that I won't soon forget. It was blowing 25 knots, kicking up a tight three foot chop in the bay and this stiletto was knifing through the slop at speeds in excess of 50 knots with hardly a bump. An innovative high performance hull design with a 22.5 degree deadrise aft, combined with an 18.5 degree pad is the secret to her sweet ride.

A huge 400 quart overboard-draining insulated fish box takes up practically the entire space under the center console and would hold 300 lbs. of iced tuna with little difficulty. The forward cuddy offers a pair of 7 foot vee berths and some modest storage capabilities, in addition to a Porta-Potti underneath the bunks. Fuel capacity is 210 gal. and with all the foam core and hand-laid biaxial and triaxial glass in her 29' x 8' 4" hull, she checks in at a svelte 3500 lbs. If getting to the canyons in less than two hours is your forte, then this baby could be your ticket. Power is via outboard brackets and for 1988 you can order this Fountain with an integrated fiberglass bracket design that adds an additional two feet of length to the hull, and changes her name to the 31 SF. According to factory sales rep Clayton Kirby, a 27' CC and 31' walkaround cuddy are on the drawing boards and may be launched later this year.

Blackfin: Although rumored in last year's "What's New" boat review to be a 1987 phenomenon, the long-awaited reissue of the Blackfin 25 is scheduled for an April '88 launch date. According to marketing executive Steve Harris, the 25 has undergone some major surgery, which includes widening the beam to 8.5' from its former 8 foot dimension. The cabin bunks have been shortened from 8' down to 6.5' and the extra 18" had been added to the cockpit for more fish-fighting space. The boat will be offered in either the full cuddy Combi format with twin conventional outboard power, in the Fisherman center console cabin layout with twin outboard power, or in the Fisherman CCC with a single Crusader 350 hp or optional Volvo TAMD 41 diesel inboard. Blackfin has always given the impression of being a solidly built

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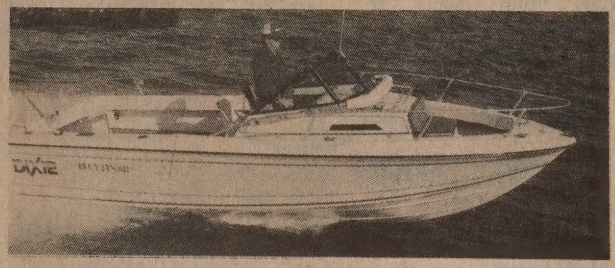

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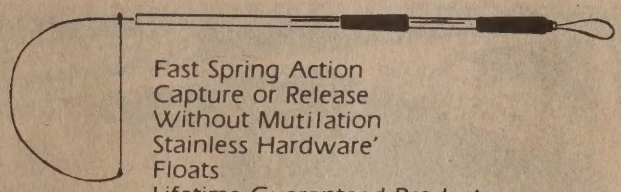

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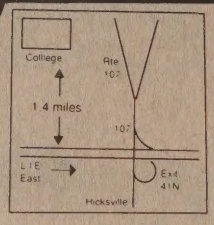

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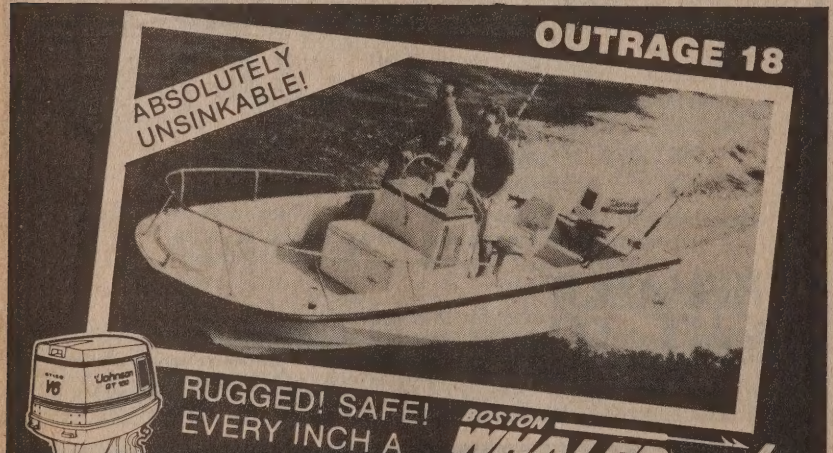

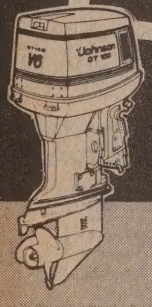

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boat, but the 6400 lb. dry weight for the outboard hull sets an unbelievable precedent for other boatbuilders to follow.

The hull design is deep vee all the way with 24 degrees of transom deadrise. It includes 29" of interior cockpit freeboard aft, as well as a pair of enormous lift-out 78"L x 18"W x 16"D fish boxes that sit below the cockpit sole. Fuel capacities are 140 gal. for inboard power and 180 gal. for the outboard rig. Mr. Harris went on to say that the 25 can also come factory equipped with dual Yamaha counter-rotating 150 hp outboards, but if his weight estimates of the Blackfin's hull were accurate, there's no doubt in my mind that you'd be better off with a set of 200s on the transom.

Black Watch: Another of the boats that was rumored to arrive in early 1987, the first 26s didn't hit the marinas until late last summer. So for all intents and purposes, this baby sister of the Black Watch clan is new for the 1988 model year. One of the items that might have contributed to the Black Watch's delayed entry, was the fact that C.E. Ryder sold their interest in the company back in April of 1987 to Ted Hood and the whole shooting match was moved to Portsmouth, R.I.

The 26 BW is one of those notorious hulls designed by Raymond Hunt Associates, so I couldn't wait to hitch a ride in this buggy to give her a real road test. She features a unique modified deep vee design, with 50 degrees of deadrise angle forward and 19 degrees aft. Her high-tech hull construction is from a combination of uni-directional and biaxial fiberglass reinforcement sandwiched around a baltek core.

I spent some time with Fisherman Associate Publisher Pete Barrett back in October, and was able to take out the 26 on a very rough and snotty day. A 25 knot wind blowing against an outgoing tide was stacking up 5 to 7 foot breakers in Manasquan Inlet that afternoon, but the Black Watch performed as good as any outboard hull I have ever been on to date. She would not pound or slam into that vicious headsea, plus the BW provided a dry and comfortable ride. Since Richie Barrett will be covering the 26 in a future Fisherman BFA review, I won't steal any of his thunder. However, I will conclude by saying that we could easily plane the Black Watch on a single 200 hp Mariner V-6 with the other outboard shut down, and it is the mark of an incredible hull that can provide a soft deep vee ride with easy planing characteristics.

Brand new for '88 is a single gas or diesel version of the 26 Black Watch equipped with a modified Arneson drive. Also available is a more conventional dual inboard configuration with either 220 hp gas motors or twin Volvo TAMD-31 diesel.

Well, let's save some gossip for next week, where we'll see what the manufacturers in wave two have to offer for 1988.

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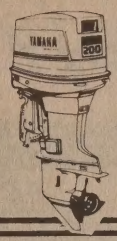

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MOTION POTIONS

By Ken Freel

Ever since man has sailed the seas, some seagoers have gotten sick to their stomachs as the vessels they were on rolled and plummeted with the motion of the waves. In the past, mariners had to sit tight and grin and bear it. Today, though, there are many remedies available that may help keep you on your feet instead of flat on your back in the cabin.

Many fishermen, especially the ones who do not get seasick, claim that much of the problem is psychological and that the sick person actually "talked" themselves into becoming sick. This may be the case in some instances, as I've often heard people stating beforehand that if the boat starts to move up and down then they will bcome sick. Thinking about getting sick before the actual "mal de mer" occurs may help bring about this dreaded affliction faster than normal. However, much must be said about the physical elements that lead to this particular form of motion sickness.

The physical and real aspect of most seasick fishermen begins with the ear, particlarly the inner ear structure. Within the inner ear are basically two structures: the cochlea and auditory nerve. The cochlea is a spiral shaped passage resembling a snail's shell. It is filled with liquid impressions. This liquid is involved with a person's sense of balance. The auditory nerve relays information from the inner ear to the brain.

When the liquid found within the inner ear is continually sloshed from one canal to another by the motion of the boat, a person may become dizzy, then sick. This dizzy sensation is the same sensation that many of us experienced as children when we spun ourselves around for 15 to 30 seconds or had an adult twirl us around for that period of time. What happens is the liquid within the inner ear is forced to different parts of the 3 canals that are at right angles to each other. When the twirling stops, the liquid begins to "level" out and the impulses from the auditory nerve to the brain are uneven signals.

People who do not get seasick just have a higher tolerance level and the flow of liquid within the inner ear canal is less severe. Only very rough conditions can bring about sickness with these lucky individuals.

Bonine, Dramamine, Marezine and Triptone were found in most of the pharmacies visited.

There are ways that seem to help to miminize getting sick in the first place. The first thing that anyone who has the tendency to become sick should remember is to try and stay out in the fresh air in an upright position. Going into the boat's cabin or the head often amplifies the condition as being in a small enclosed area magnifies the movements of the ship. This increased awareness of every roll and up and down motion can do you in fast.

There are places to avoid outside, too. Keep away from the bow of the boat or the immediate stern. The bow of any boat will move the greatest amount as it rises and falls with the swells. The bow also gives you an unobstructed view of the entire sea around you. You'll notice the hills and valleys of the swells a great deal more with this panoramic view. The stern is the place that gets many people who

would otherwise make it through without chumming. The reason being the diesel or gas fumes that waft through the air. Even sure-footed seafaring men can succumb to motion sickness after inhaling a few foul smelling, oxygen-taking fumes. Therefore, stay away from the back of the boat if at all possible. Hence, the best place to situate yourself is midship. The midship area of any vessel will sway just a little less than the rest of the boat. It may be the difference between feeling a little queasy or getting sick.

What you've done the night before a trip or what you eat in the morning can help bring about seasickness. Avoid drinking too much or staying out too late the night before. At breakfast time avoid eating a stack of pancakes or greasy hashbrowns and sausage. These greasy foods sit heavy in your stomach and take a long time to digest.

For those of you who are sure to get sick without medication, there are a bunch of good products that can help you. I have selected four over-the-counter products which were readily available in the various pharmacies that were visited. These products all fell within the $3 to $4 range in cost.

The product that seemed most effective is one called Bonine. It comes in a chewable tablet form and the recommended dosage of 1 to 2 tablets an hour before departure will help protect against seasickness for up to 24 hours. This "once-a-day" tablet certainly lasts long enough to cover you for most fishing trips, even offshore jaunts. Each chewable tablet contains 25 milligrams of "Meclizin HCl."

The next two products that prevent sickness at sea are Marezine and Dramamine. Both products prevent sickness from 4 to 6 hours if ingested from 1/2 to an hour before departure. The Marezine product recommends 1 tablet every 4 to 6 hours, while the Dramamine product suggests 1 to 2 tablets every 4 to 6 hours. Each of these product's tablets contains 50 milligrams of medication per tablet.

The last over-the-counter product that appeared readily available at most pharmacies is Triptone. This particular product prevents seasickness for up to 4 hours and comes in a capsule form. One capsule for each 4 hours will do the trick. Each capsule contains 25 milligrams of active medication.

All of the above products have warnings which should be read thoroughly before using. All warned that the product should be used with caution for those people who have asthma, glaucoma or enlargement of the prostate gland. Also, women who are pregnant or nursing a baby should ask their doctor whether it is safe for them to use one of these products. Make sure to read the warning label on the back of each product for complete listings.

The last product to discuss is the ear patch medication known as Transdermscope. This product looks like one of those small circular band aids found in kits. This is a prescription drug. The medication is absorbed through the skin and one patch lasts for up to three entire days. It's worth looking into if you don't like taking pills orally. Transdermscope comes in packages of four and the average prescription costs between $15 to $18.

One final note must be mentioned to all those who forget to take their medication beforehand and become sick. You'll be feeling bad and maybe a litle embarrassed, but that's no reason to raise the wrath and scorn of the captain and mate. If you feel that there's no doubt about your breakfast coming up, don't head to the nearest head or go on the cabin floor. Pick yourself up, grab onto the boat's rail and heave ho with all your might over the side. The mate will feel more sympathetic toward you, and who knows, you might even bring up a few hungry blues. Best of luck to you fishing on the sloppy seas.

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Now ELECTRONICS: Part 1 By

To give you an idea of how old I am, I remember going out on party boats that fished wrecks by running a precise time and course and using ranges—if visibility permitted. Of course, I was a mere "babe-in-arms" at the time, but it really wasn't that long ago when the skipper determined whether he was on the wreck by having his anglers get snagged in it. Now the big decision involves whether to use a graph, video or LCD recorder.

It was around the early 1950s when Captain Carl Forsberg became the envy of party boat captains by acquiring a graph recorder for his Viking from Freeport. Eventually, all party boats were equipped with the then-expensive units that would seem very primitive by current standards. It was Carl Lowrance who revolutionized the business from the sportsmen's point of view. Lowrance introduced a small, portable flasher that was relatively inexpensive and could be used on any boat—or even through the ice.

My first Mako (in 1969) had a Lowrance flasher which didn't stand up very well in saltwater, but that company has certainly improved their products dramatically since then. The present Lowrance units are not only impervious to saltwater, but can be washed down with a hose!

Though flashers are still important fish-finding tools, they've been pretty much shunted aside in the saltwater area as prices have come down on the various recorders. The graph recorder is the old standby which has been challenged by video recorders; and now by the simple and inexpensive LCD units. With all this choice out there, which way should the fisherman turn?

There are no simple answers to that question, and my opinion is no better than that of any other experienced angler's. Your best bet depends on what you feel most comfortable with. One thing that's almost certain is that the LCD will very shortly almost entirely displace the other types except, perhaps, in the largest units on big sportfishermen and commercial craft. LCD technology is advancing rapidly and will soon provide enough detail in a small screen to compete with fine graph recorders. Combined with lower cost, no moving parts and the ability to provide a great deal of additional information (such as boat speed and water temperature) at the touch of a pad, it's obvious that the market will swing to the LCDs—until something even more revolutionary is designed.

Unfortunately, the LCDs of today are not quite there yet. Don't misunderstand me. They're very good units that are quite sufficent for most purposes. However, you'll still get better detail at this time with a good graph recorder or large screen video. Many anglers must be aware of this and are still willing to invest in graph recorders because Arthur Cunliffe of King Marine says their 6 inch unit was the object of much greater demand last year. Furthermore, Eagle has brought back both their mach 1 and Mach 2 graphs.

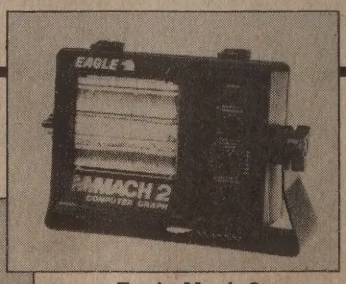
As a general rule, you'll get excellent results out of the 4 and 6 inch graph recorders still on the market, though you'll have to figure in the high cost of replacement paper. These units also have moving parts that can break down, and the stylus must be changed every so often. Nevertheless, I feel that the graph recorder gives the easiest-to-read and most accurate representation of what's underneath—and records it so you don't have to look at it all the time. I keep the paper machine on all the time while chunking for tuna, and have only to glance at it every so often in order to determine if a fish has moved through.

The video recorder requires a little more attention, has a glare problem and doesn't provide as accurate a picture in a similar size screen. Almost all are now in color, but some anglers have more trouble interpreting what they see on the screen than with the graph. It's mostly a matter of preference now, as there's not a very big difference in price.

The LCD is definitely the wave of the future and each year's units are more sophisticated. Most importantly, they keep increasing the pixel count on the same size screens—and that's what determines the detail. While the choice is a toss-up in larger boats, the LCD certainly makes the most sense in small, open boats.

The spot on your boat where you plan to mount a recorder will dictate your choice to a certain extent. If you have a center console where saltwater will come aboard from time to time, save yourself some grief and buy one of the waterproof graphs or LCD units. The videos need some protection, though salt air won't bother

Lowrance X50



Eagle Mach 2

Lowrance X16

Eagle ID 6300

RECORDERS For '88

Al Ristori

them. I've had a small Ray Jeff mounted in the radio box of my Mako 25 for two years, and it has never missed a tick despite being left aboard all winter.

Now let's take a look at some of the new recorders that we've received information about.

Lowrance: The X-16 has been the standard in small boat graph recorders for several years, as it has more features than you can possibly use and will take just about any amount of abuse and saltwater. It's designed for the "real world" of the open boat fisherman, and is so powerful that it was used in the widely-publicized Loch Ness project last summer. Darrell Lowrance makes no pretensions of producing liquid crystal graphs that are as accurate in detail as the X-16, but his LCG units are improving rapidly—and it won't be long before they displace the larger recorders with moving parts.

Due to the steady improvement in liquid crystal technology, the models change every year. The new X-30 has an innovation called Fish Alert. By pressing the Fish I.D. button, fish detected by the computer will flash on the display screen. Big game anglers can opt to flash only large arches. The X-40 offers Clearvision display with fine detail, high contrast and a wide viewing area. There are 192 vertical pixels in the four inch screen and a 10 foot zoom window is featured. The X-50 offers Clearvision plus Grayline and adds two pages of memory, a surface temperature gauge, a speedometer, a trip log, 3000 watts of power, battery backup and surface clarity control. With an 8 degree transducer it will get down to 1300 feet.

Eagle: This division of Lowrance leads off with the 3D-100, an LCD that provides three dimensional elements of depth, distance and direction. With an effective cone angle of 60 degrees, anglers can scan an area three times as wide as before and pinpoint fish location right, left or in the middle—even in 10 feet of water. This unit also features the Fish I.D. and Grayline, has 500 watts of power, provides 82 pixels vertically, offers continuous digital bottom readout plus seven zoom ranges and an alarm—and scans to 600 feet. The ID-6300 has the new Fish I.D. system, while the Z-7200 and Z-7500 LCG units feature a new high visibility screen and 192 vertical pixels for detail. The latter has 2500 watts of power and ranges to over 1000 feet. The graph recorder rebound is emphasized here, as Eagle has brought back both the Mach 1 and Mach 2 units. In addition, Eagle has gone into videos for the first time. The VG-200 has a two-color display and the VG-800 offers an eight color screen. Each has 560 watts of power for readings to 480 feet, plus six inch screens, digital depth display, five depth range settings and a zoom feature to 15 feet.

Ray Jeff: Automatic Mapping is a Ray Jeff feature for their video units which slows the screen's sweep speed down to show a truer picture of bottom contours. The T-1500 has a six inch CRT with four shades of gray and six basic depths down to 960 feet plus zoom control. The T-2000 has seven colors, as does the T-880.

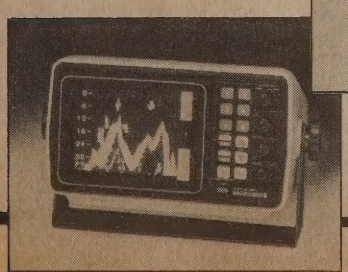
Furuno: Dual frequencies is the name of the game at this pioneer Japanese company which has dropped graph recorders (except for some 8 inch commercial units) and has added nothing new in LCRs. The amber FMV 602 and color FCV 662 are 6 inch dual frequency videos with 50 and 200 kHz frequencies which can be displayed on a split screen or separately. These are 150 watt units, while the 8 inch color FCV 552 has the same feature plus 500 watts, a video plotter page with 16 events—and a history page that will show time intervals of 15, 30, 60 or 120 minutes on the top two-thirds of the screen (in order to see what has been happening, as on a paper machine) while the bottom one-third shows water temperature. For the biggest boats there's the 10 inch FCV 261 with 1000 watts of power.

Si-Tex: The HE-708 features Glare/Guard Optical Lens Filter to overcome the biggest problem with video units: reflective glare in sunny conditions which makes them almost impossible to read. The new coating eliminates up to 94 percent of reflective glare and is very similar to one used on NASA's space shuttle. A gray tint in the glass also improves picture contrast and resolution. This 6 inch unit has seven basic depth ranges from 0-10 to 600 feet and a shift control that extends capability to 1200 feet.

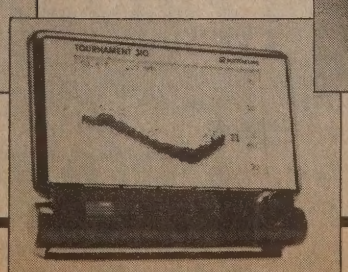
Bottom Line: This product line has been redesigned from the inside out and features an unusual offer on the 210 and 310 LCD units. Anglers can have those models reprogrammed

Si-Tex HE 708

Raytheon V-700



Ray Jeff Telescan 1500



Bottom Line Tournament 310

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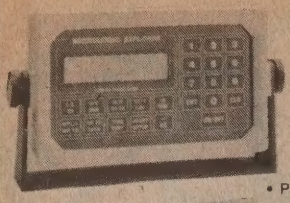

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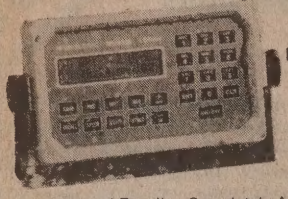

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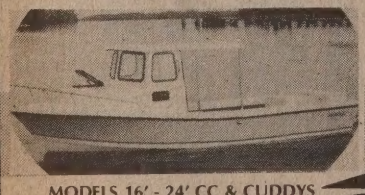

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with the latest software as technological advances are made. The TBL 210 is a budget LCD with Fish D'Tect fish identification system, split screen zoom and target depth cursor. In contrast to that slim unit is the Tournament 310 with over 30 functions. That model is available in both 200 and 50 kHz with an adjustable split screen zoom, target cursor, Fish D'Tect and cassette tape record/playback capability.

Raytheon: The new V-800 color fishfinder has an 8 inch CRT with 150 watts of power. It offers the Navigation and Temperature Graph features and dual frequency sounding is standard. Raytheon says the V-800 is "exceptionally weatherproof" "built to withstand the rigors of continuous use, even on small, open boats." The V-700 is a monochrome video with a 7 inch CRT and similar features. It lists for $400 less.

Humminbird: The CVR 1000 features fully automatic operation and eight colors, and is waterproof. Sensitivity and colors are automatically adjusted by the unit's computer. As the CVR 1000 is menu-driven, there are only seven buttons on the lighted keyboard. Depths to 1000 feet can be recorded. The LCR 4 x 6 measures only 8½ inches wide, but has split screen capabilities with variable zoom and bottom lock. Sixteen half-screens can be stored in memory.

Apelco: The compact XVA 70 dual beam has a 6 inch amber screen, 200 kHz frequency, shallow or deep alarms, 800 watts of power, digital depth, quick zoom—and gives surface water temperature and boat speed.

Koden: A dual beam angle triducer has been added to the CVS-102 6 inch color video sounder. A single triducer housing incorporates two 120 kHz transducers: a 15 degree beam angle for penetration into deep water and a 40 degree beam for covering a large area in shallow water. Output power has been boosted to 200 watts.

Fenwick: The Fencolor 160 and 320 have zoom split screens, and the 320 also constantly monitors surface water temperature and has an instant replay feature.

King: The compact 910 is being introduced at the New York Boat Show. This LCD weighs only one pound and measures about 6 x 6 x 3 inches deep. It has 90 pixels vertically on a 3½ inch screen, and puts out 80 watts (640 watts peak to peak) with ranges of 0 to 10, 20, 40, 80, 160 and 320 feet that can be zoomed. Most interesting are the three display screens that can be selected. The first is a standard fishfinding display with whiteline. It also has a display of digital depth and water temperature plus two alarms. The second screen is a fish loop that shows just where in the water column and how big the targets are. The third screen features big number displays of depth, speed and water temperature. The boat speed feature is optional.

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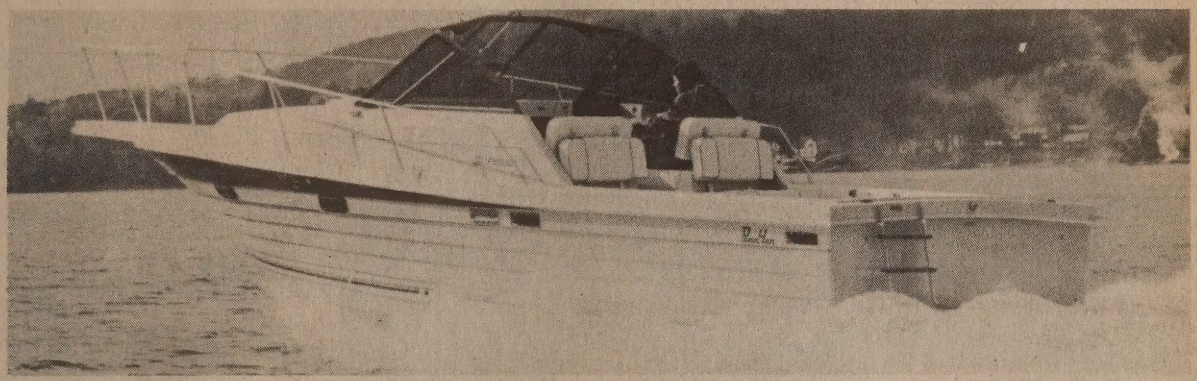

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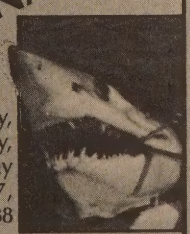

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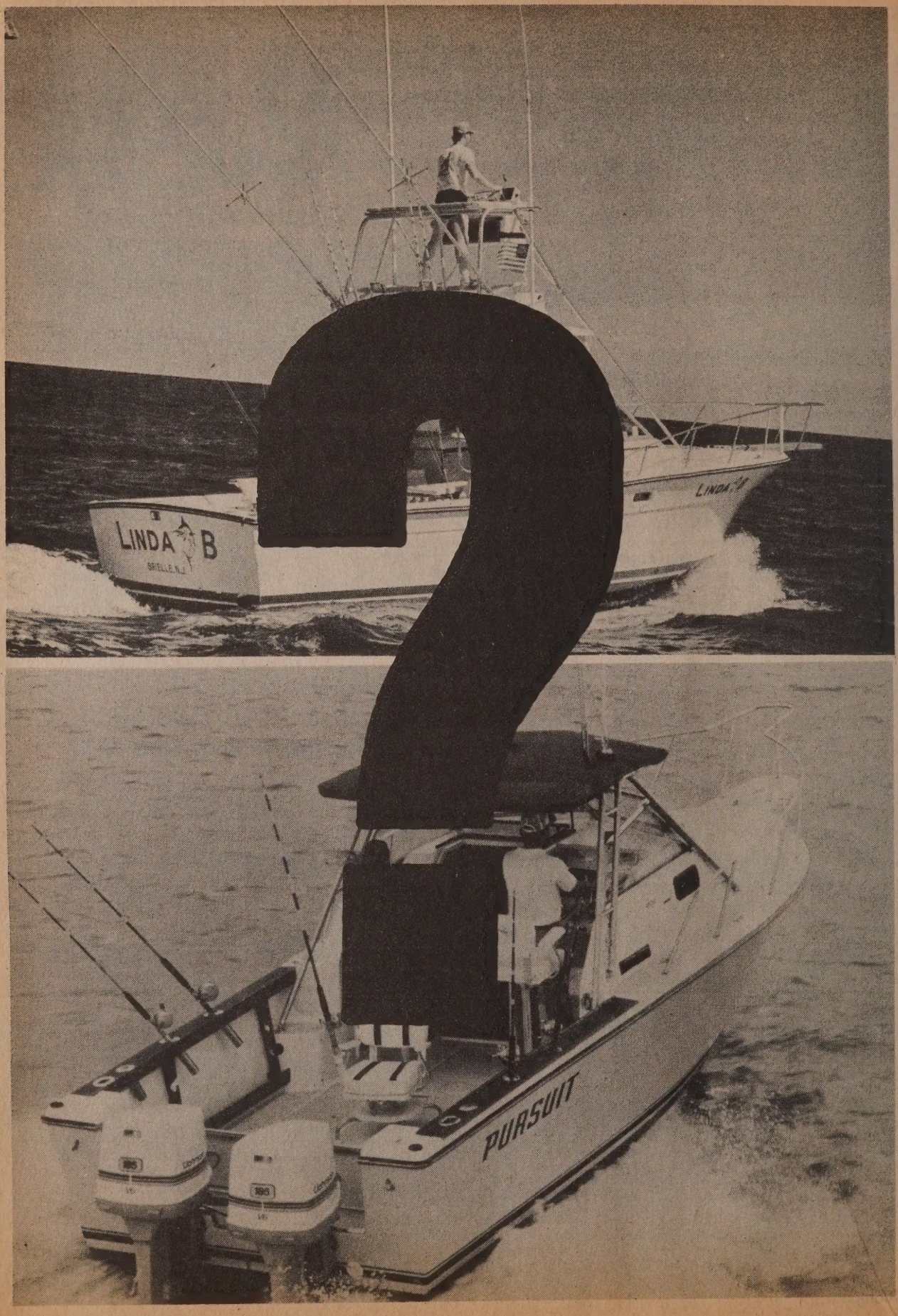
LINDA B
PURSUIT

INBOARD VS OUTBOARD

By Pete Barrett

Ten years ago a quiet revolution in boat building began to catch on. It started with the introduction of 200 horsepower outboards by OMC and Mercury. At that time, these engines were huge in their push power while relatively small in their overall size. A single 200, or the soon to follow 235 and 225 horsepower models, could speed a single engined 25 foot outboard skiff to flying speeds of over 40 knots.

It wasn't long before boat racing with its use of multiple engines would rub off on fishermen and cruise boat builders. Bertram was reportedly the first to experiment with a twin outboard modified version of a production boat appreciably larger than the typical open skiff type fishing boat. They altered one of their 28 flybridge boats to accept twin OMC outboard engines and it was a sensation.

The twin outboards offered more speed and surprisingly better fuel economy than the twin inboard standard Bertram 28. The secret really wasn't so mysterious: the outboards with their higher RPMs and lighter weight simply outran the inboards.

Taking a look at fuel consumption expressed in gallons of fuel per hour shows inboard and outboard boats are close to each other, but the outboards are more economical and can also provide much more speed.

Let's make a 75 mile run to the canyon. What do you think the fuel consumption would be? A twin inboard gas boat running at 25 knots would make the trip in about 3 hours burning about 25 gallons per hour. That's 75 gallons for a one-way trip.

The same boat rigged with twin outboards cruising at the same 25 knots would burn approximately 20 gallons per hour for a total fuel consumption of 60 gallons. That's a savings of about $15 at the fuel pump.

But that's only half the story. Let the outboards really rip to a cruise speed of 35 knots and fuel consumption of about 32 gallons per hour. The 75 mile trip would take a few minutes more than 2 hours and burn about 65 gallons. That's still not as much fuel as the inboard boat and with one hour less traveling time!

I've used estimated figures so far to show how the two power options compare, but the real life of daily boating will prove the point even better. I had the pleasure to fish with a group of writers and factory reps from Mako Marine two years ago at Treasure Cay in the Abacos, Bahamas. Among the 11 boats making the crossing from Palm Beach were a pair of Mako 28s. They crossed together, leaving from the same port, at the same time, running side by side at the same speed and docking at the same time.

After a 180 mile run, the twin inboard boat powered by 260 hp V-8s burned 177 galllons; the twin 200 hp Yamaha outboard 28 burned only 141 gallons. The inboard required 36 gallons more fuel than the outboard boat, an increase in fuel consumption of 25 percent.

Back home off South Jersey I compared two Phoenix 27s: one powered by 260 hp twin gas engines, the other with a pair of Mercury 220 hp outboards. Both boats were fishing in a shark tournament and ran similar distances in similar sea conditions, with similar gear and crew. The inboard boat burned 112 gallons for the day; the outboard burned 89 gallons. The difference is again a 25 percent increase in fuel consumption with the inboard boat.

There are other manufacturers offering both outboard (or Sea Drive) and inboards as options on identical hulls so the potential buyer can choose which he wants. If fuel economy were the only factor involved, the choice would be easy, but despite its loss to the outboard in the fuel consumption "battle," the inboard engines still offer features the outboard can't match.

Many offshore anglers, especially those who troll for tuna and billfish, or who drift for sharks, like the full transom of the inboard. Outboard engines get in the way when battling a big fish making it hard for the angler to work the fish astern and for the leader man to work the fish into gaffing range. Outboard engines also take up valuable cockpit space at the transom often making the installation of a fight chair very difficult, sometimes impossible.

Backing down on a big fish with outboards can lead to a flooded deck as water washes over the transom and over the splash well. Some twin outboard setups have large splash wells to prevent this, but then even more cockpit space is lost.

For those fishermen with a mechanical bent, inboards are easier to service and repair. They are, after all, auto engines marinized for use in boats. Most parts are identical to what lies under the hood of a car. Outboards mystify many back yard mechanics once the fiberglass cowling is removed.

Inboards tend to ride better than outboards. A twin inboard boat can weigh up to 1000 pounds more than the same outboard equipped hull. This extra weight punches through rough seas with a much improved ride. Tower boats ride with less rockin' and rollin' because of the added engine weight and lower center of gravity.

Inboard horsepower ratings are real "horses," not "ponies" like outboard engines. When trolling, the inboard will usually handle the sea conditions better as it plows through waves, swells and rough water.

But, outboards have other points in their favor, too, not just speed and fuel economy. They are safer since no fumes can accumulate in the bilge for a surprise at ignition. They can hold more fuel because deck space previously taken up by inboard engines, transmissions and shafts can now be used for a larger fuel tank.

If major work is required, outboards are easier to tear down and put back together. There's no need to lift the decks and make a huge mess of the boat; just haul the boat out and pull off the offending engine for a ride to the test tank in the shop.

Outboards are generally less costly to purchase and to operate than inboards. Servicing is little more than spark plugs, a filter, water pump impellor and a few shots of grease in appropriate fittings. Inboards have more parts to look after including oil filters, air filters, water strainers, plugs, shaft log stuffing boxes, transmissions, coolers, etc.

Neither engine option is best in all situations. If speed and fuel economy is of major importance, then the outboards should be the logical choice; but if cockpit space is vital and ride is important, then the inboards get the nod.

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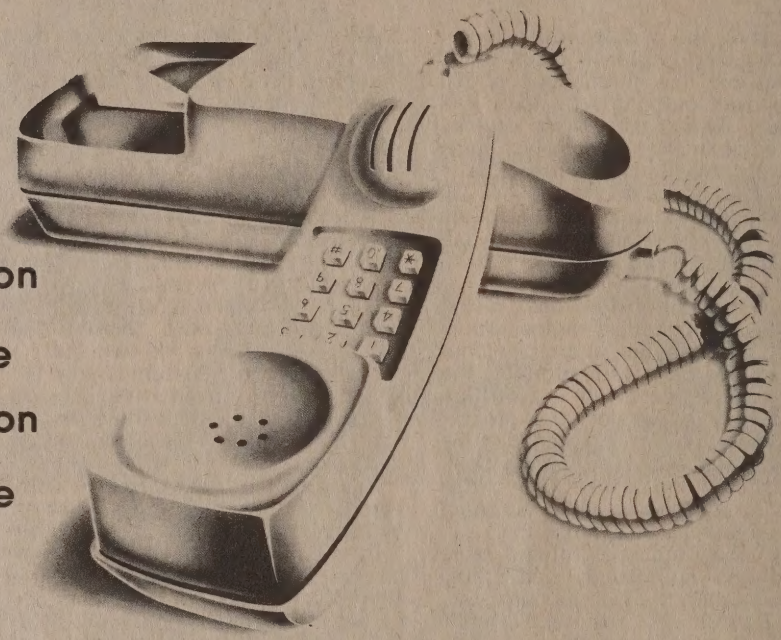

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1987 Looking Back...

Long Island Sound & North Fork

By Martin Garrell

There's a sense of finality in summarizing a fishing season past. When we write season summaries it's usually in early December, so there are always hopes for something outstanding to conclude the season. Still, when another coastal storm belows out the candles on the down side of the December moon and Sound water temperatures plunge to the low 40s on the surface, there's no sense in holding back. At this moment the 1987 season on Long Island Sound and the North Fork is history.

Writing summaries to highlight a season is tricky, because a scribe is forced, in good conscience, to set aside a lot of reports as hearsay. Okay, let's see, just who did weigh that 16 pound tautog on the west end of the Sound in October? Breathes there a reader sufficiently naive to believe that a mysterious character called "Big John" actually took a 3½ lb. flounder from Mattituck Creek one afternoon in November? That latter rumor can be categorically denied because the water level in the creek failed to drop a half-foot that month. Sorry, but only weights on registered scales and full names will be reported for the sake of accuracy and reliability!

Those who fished through the entire season should have enjoyed the peaks of the year, namely the return of the striped bass everywhere, another superb bluefish season, and a very good spring run of blackfish. The valleys were there as well. The weakfish years are now all behind us, and the chances of taking a trophy tiderunner are becoming as slim as they were 20 years ago. Fluke fishing was mediocre to poor while flounder fishing could best be described as pathetic.

It should be pointed out that the generalities are always dangerous. If you were one of those lucky souls who found a hole full of flounder before the draggers did or who had a pick of weakfish all to yourself on a beautiful June evening, all the more power to you. Similarly, if you wound up diamond jigging for blues and school bass on the wrong tide in the wrong place and got bitter when you read some glowing reports, you have sympathy and plenty of company. Again, it's the general picture that comes through.

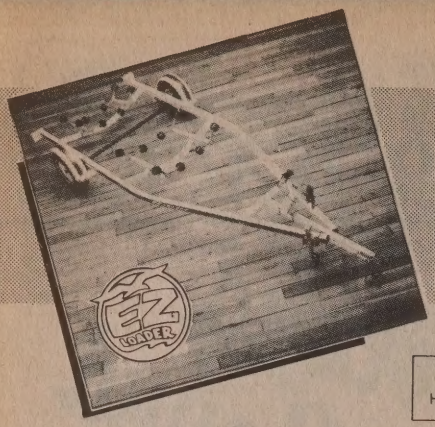
At the time of writing, the hottest issue of the season, the Glen Cove dispute over the rights of anglers to beach access, a suit involving the Fishermen's Defense Fund, the Village of Glen Cove, the property owners of the East Island Association and patents going back to the 19th century (see The Fisherman) has still not been resolved. A decision in the courts in Mineola in favor of the property owners is being appealed to the State Supreme Court in Albany, and the Fishermen's Defense Fund is trying to raise more funds to support its appeal. Obviously this isn't the last case to pit property owners against beach rats, not while the raging pace of development on Long Island's entire shoreline and beachfronts continues.

The September moon produced many big bass at Orient. Vinny Grey's 45 pounder and Bob Beck's 47 pound cow typified the action.

The saddest scenes of the year had to include the browning of the Peconic Bays for the third year in a row. Whatever the specific cause of the **Aureococcus anoxefferens** bloom may be, this organism has killed a multimillion dollar shellfishing industry and brought recreational fishing to its knees. Except for a mediocre pulse of summer scup and some occasional bursts of summer bluefish, the Peconic estuary was deathly still. The loading of the Peconic Bays with road runoff, golf course fertilizers and diffuse inputs of nutrients from the myriad developments along the bay fronts is certainly a probable cause. Unfortunately, there is as yet no smoking gun and there may never be!

However, the abuse of the western Sound by nutrient loading was indeed behind the major fish kill that occurred in midsummer. Research scientists casually call the condition when oxygen runs out deep in the water column "anoxic," but the die-off of marine life, including juvenile flounder, tautog and lobsters was alarming for those who watched. This event ought to serve as a warning that the Sound is going to need more help and more regulation.

Now for some specific comments about last year's fishing. First we asked Stan Hentschel and Bill Crownover at the Rocky Point Fishing Stop to elaborate on the bass fishing. "Bass were better than they've ever been in the past five years—except for the small sizes, maybe the best ever! Certainly it had to be one of the best runs we've had on the North Shore. For example, in late October we had a run of 20s on the beaches when the South Shore was dead by



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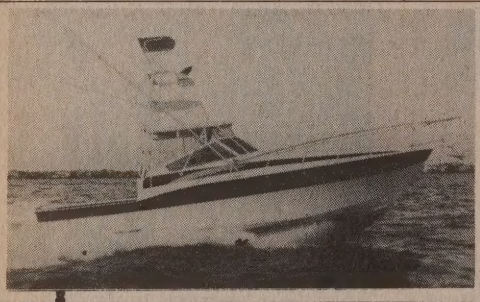

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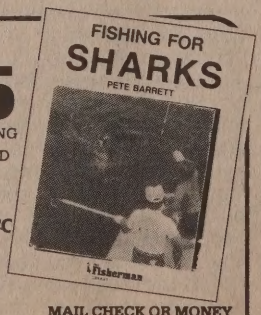

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comparison." Further back "between the last week of September and the first week of October we weighed 7 fish in a 5 day period between 30 and 50 pounds. Carl Kruse had the biggest of the bunch."

This action wasn't merely confined to the beaches. George Valentine at Four Winds in Huntington Station recorded two trophies for Mark Renaldo and Bobby Beck outside Huntington Harbor in mid-June, fish of 44½ and 43½ pounds.

Out in the Far East beyond Orient, bassing was even better. Chet Berry has a world record pending in the 80 pound line class for a 70½ lb. cow taken on a drifted bucktail during the September moon. Ace Cottral at Pleasures of the Sea said that Richie Jensen's Nancy Ann enjoyed such phenomenal bassing on the moons that Jensen may begin his night trips in June next season. The boat's official best was a 57 but, one night when everyone had limited out, the party released 20 linesiders over 30 pounds, including one fish that was plainly larger than the 57 pounder!

If there ever were an argument in favor of restrictive limits and for keeping a sport fish off commercial markets, it's embodied in the remarkable comeback of the troubled striper.

Bluefish were thick everywhere during most of the summer, and the largest fish around were the harbor alligators on the North Shore. A number of slammers over 20 pounds were reported, but the biggest of all was Vic DiPesti's 20.3. That fish was taken on a big trolling plug slung from the Huntington Town dock on October 3. The only problem with the blues is that anglers everywhere seem to be taking them for granted; they continue to be the staple of summer sport fishing in the region as long as this dizzy cycle stays up.

On the bottom fishing scene, the ranking of good fishing in most areas seemed to be tautog, scup, summer and winter flounder in that order. According to Dom Cerbone of the Apache out of City Island, "tautog were our best this year with porgies second; (winter) flounder were the worst in a long, long time. We had a lot of 10s, (tautog) and our largest was almost 13 pounds, but the main thing was that we saw a different bunch of fish everyday. One day there'd be rats, than 2 to 4 pounders; then on another day you'd start pulling 7 pounders on the first drop, and you knew that the fish were going to be big."

Dave Brennan, whose Peconic Star II became the second big party boat alongside Larry Porter's Brand X in Greenport, agreed wtih Porter that the fall run of tautog was difficult. "It took off too late, even though we had some big fish. The fall storms...the tough conditions just weren't our fault. Fortunately, we had the best 7 weeks in a long time on scup; thank God for New London! Larry and I had our best season down there." The harvest of scup involved a lot of

medium sized fish with rather few jumbos. Only a couple of reports of fish in the three pound class could be confirmed, which is a contrast to past seasons during which sea porgies close to or over 4 pounds were registered on occasion.

"Except for the winter flounder, every season had its good days," added Roy Cash of the Port Jeff Ace. "Even the porgies gave us a good start, though we had to fight to catch in August; then we had a good September and October."

Most skippers out east have accepted tougher fluke fishing now with 20 to 40 keepers for an entire boat on many days. Said John Rainis of the Sea Star from Greenport, "the fluke seem bigger although we don't have them in quantity. The best thing about the season was the number of big fish out east—lots of 5, 6, even 8 pound fish. Of course some days we saw them; some days we didn't."

Still, it's one thing to have summer flounder in paltry numbers, and quite another to see winter flounder in those same quantities. While fisheries experts concur that part of the problem is a low in the winter flounder population cycle, commercial pressure in restricted areas certainly doesn't help. "We see draggers from Eaton's Neck across to Connecticut; what their doors do to the bottom is terrible," said the Apache's Cerbone.

"If we don't get the draggers out from inshore, there'll be nothing left in a few years; you've got to get them out of the bays and sounds," added the Peconic Star's Brennan in the strongest language of all. "When a skipper has to race 3 draggers to a spot to catch some flounder, he just cannot compete."

One last note. Individual anglers had catches that were certainly memorable. Unfortunately, we have only the time and space to mention a couple of personal bests in the multiple catch categories. "The year 1987 was best remembered for big fish," recalled John DeCuffa at Jack's Bait and Tackle on City Island. "Augusto D'Agostino was typical; he weighed a bluefish over 20 pounds and a 13 pound tautog here last season." Out east Norman Peters recorded an equally remarkable feat on Bob Ceglowski's Captain Bob. He took two career fish within the same week from the Mattituck Inlet zone, a 13 pound tautog and a 10½ pound summer flounder.

In summary the reviews are, as usual, mixed. Among the bright spots were causes for concern. One should be happy about a return to the old days for bass fishing and about outrageous bluefishing, but have we learned any lessons from the drastic decline of the weakfish? Can we continue to push the tautog so hard? What will we do when the bluefish cycle finally begins to decline? How long will sport anglers have to compete with commercial fisheries in inshore zones? In 1988 these questions loom larger than ever.

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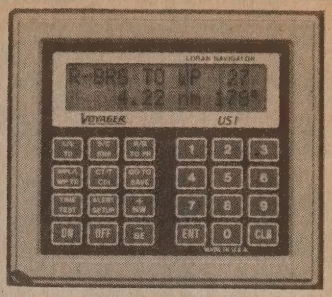

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4 Magic Words

By Matt Ahern

How often have you heard fishermen bemoan a run of bad luck in this fashion: "We did lousy. But you should have seen those two lucky guys near us. Boy, were they into the fish!"

Think of it this way: perhaps those "lucky" fishermen knew the four words that put those fish in their buckets, the same words put to use by successful fishermen the world over.

For over a half century I've called them my magic fishing words.

All fishermen can take advantage of these words, and you can be sure experienced fishermen always do. Here they are: **Be Strong on Details.** These four words have the power to double your catch.

I know this sounds simple enough, nothing to it, you say—but how many of us actually take advantage of those four magic words? It has long been my experience that few of us do.

I first found this out many years ago while pier fishing for flounder. The fishing that day was just a slow pick, but I did notice one fisherman hooking flounder on just about every cast. I put down my rod and walked over to him and began to ask questions. His explanation was simple enough. He was baiting up with dead bloodworm, and those worms were not in this condition by accident. They had been obtained several days before and allowed to die before using. They soon became soft and then were placed in the ice box (yes, an "ice box," that's how long ago this incident happened) for safekeeping. In this condition, those flounder considered them a delicacy. This fisherman told me he had discovered this "trick" many years before by being strong on details. I recall his telling me that he always used bloodworm this way when he intended to fish for flounder, and that he seldom failed to score handsomely. I believed him, for I've found it to be so.

I can recall many days when those four magic words paid off for me.

One morning in early October, I was skiff fishing for snapper blues in Shinnecock Bay. The fish were all around the boat ravaging a school of spearing, but sad to say not paying much attention to my lure. True, I was nailing one from time to time, but not reaping the harvest prevailing conditions told me I should. My lure was an old faithful, one which seldom failed to produce. In desperation I gave up faith in the lure and decided to change, which I suppose was something I should have done long before. But still my catch didn't noticeably increase. What was I doing wrong?

My favorite lure had the appearance and shape of a baby mossbunker, but these fish were feeding on spearing. Right then and there I should have been tipped off, but I guess the old gray matter wasn't working that morning. And I had never known snapper blues to make such a distinction before. If it swims, they'll go for it; but it seemed that this time I had come upon an exception.

What to do? Only one thing. Change lures, of course. Now, what did I have in my tackle box that resembled a spearing? When my eyes alighted on a medium-sized Swedish Pimple, which I sometimes used when ice fishing for yellow perch, something clicked. Here was a lure that was truly shaped like a spearing. Would it work? It did. Nearly every cast resulted in a strike.

The solution was simple enough. All I had to do was "match the hatch," as our freshwater brethren say. Usually it isn't important to be so precise for snapper blues, but this time it was.

I had failed to be strong on details until it was almost too late.

I recall a time when flounder fishing in Shinnecock Canal almost came a cropper. The fishing was slow and no matter what I tried bait-wise, there wasn't much improvement. Blood and sandworm were refused altogether; what fish I did catch were taken on soft clam and these were all "throwbacks." While unhooking a tiny flounder the bait became strung out from the hook. Due to laziness perhaps, I didn't bother to rebait, but cast out the same bait without rethreading it on the hook. I immediately hooked a nice, fat flounder, well over a pound, on that sloppy bait. The next cast with the same bait, in the same condition, resulted in another good fish.

It was then when I began to experiment. The other hook (I was using a tandem rig), baited as usual produced but a few small flounder. All the

larger fish went for the strung-out bait. Every single one. If I hadn't been strong on details, few flounder would have gone in my bucket that day.

I'm a great believer in soft clam (steamers) for flounder, and here is a tip I discovered a long time ago. Shuck and slice each clam in bait-sized pieces (say about 1½ inches long and one-third wide), then remove the black skin. Don't discard the "ribbon," use it; it will usually outfish the neck (which is really the clam's siphon). The soft stomach is difficult to keep on the hook and it is best used for chum. Now, take about one-half of the fresh bait and store it in your freezer (at least overnight). When fishing, place a piece of un-frozen clam on one hook and a thawed, really soft piece on the other. Don't be surprised if you discover more flounder being caught on the pre-frozen bait. Just another example of being strong on details.

Because fish aren't biting doesn't always mean they won't, or that you can't get them to accept your bait. It could mean they are feeding on something else. It's up to you to accept the challenge.

A fisherman I know told me of an experience he had one time which proved it isn't only flounder that will react favorably to a clever fisherman.

This fisherman and his buddy were weakfishing in Peconic Bay and had taken a few nice fish on pink plastic shrimp tails. Just when the fish were hitting on every cast, they abruptly quit. After a half-hour of fruitless casting, the fishermen decided to spend the rest of the day fluke fishing in Shinnecock Bay. They, being good fishermen, had foreseen this possibility and had brought along several mackerel to be used as fluke bait. My friend's buddy decided to give it the old college try before actually giving up. He filleted a mackerel and cut it into three inch strips and placed one slice on his shrimp tail lure. They caught 37 additional weaks, the largest weighing over 7 pounds.

Like that flounder fisherman on the pier in the long-ago, here was a fisherman strong on detail—and it paid off.

Let me repeat: **Be Strong on Details.**

We are at the beginning of a new year, which means plenty of fishing days to come. If you apply this rule to any fish, your catch is sure to increase. Fish have been reacting to change in their daily lives for thousands of years, and they have been successful at it—else they would have perished along with dinosaurs and the dodo. Therefore, every time you go afishing, you are certain to discover something new—if you are strong on details. It is up to you as a dedicated fisherman to take advantage of this.

It is the fisherman who learns to recognize "details" who will put extra fish in his bucket. Those four magic words will help you do that.

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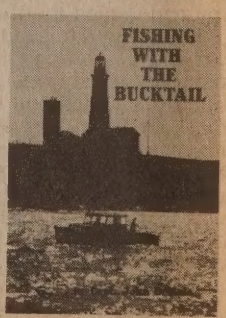

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Cholera Banks

By Russ

It was a cold, windy, January day and I was about as miserable as any sensible human has a right. When I stepped aboard the boat at Belmar that morning the thermometer registered a bone chilling five degrees. Now, more than four hours later and 20 miles at sea, the air temperature had warmed to a modest 15 degrees. Unfortunately, the wind chill factor, caused by a westerly "breeze" of more than 20 miles per, made it feel more like 15 below zero.

There are, I imagine, sadistic souls who enjoy this kind of weather. Some might even catch an occasional fish. I wasn't a member of either gruop. After four hours of cranking diamond jigs and dunking clam baited hooks in the murky depths of the Atlantic I had not caught a fish or even had a bite, and wasn't sure the fish were aware of our presence.

Winter fishing has its own special brand of benefits, or at least that's what I've been told by others. At noon, fishless, half frozen, and starved, I sought shelter in the heated cabin. There, along with a dozen other disenchanted "sportsmen" I tried my best to stop the uncontrollable shivering while drinking several cups of steaming coffee and listening to tales of better days.

The fact that someone two decades ago caught a dozen 40 pounders and twice that many in the 15 to 30 pound class really doesn't mean too much to someone who is about to undergo a toe to toe battle with hypothermia.

I wasn't in any mood to listen to tall tales. In the more than 40 years I've fished Atlantic, Pacific and Tropic waters I've had but one objective: to catch fish.

A shout from outside the cabin brought me back to the present. Someone had actually hooked a fish. In fact, three people were struggling with hooked fish that refused to be hauled to the surface. It was a blitz, or at least that's how it appeared to the dozen fishermen who pushed each other aside as they rushed out of the cabin to get in on the action while it lasted.

First one, two and finally a third fish came grudgingly to the surface where mates armed with long handled gaffs waited to put the final touches to the battle.

I wasn't impressed. The largest of the trio may have weighed 15 pounds, but was probably a lot closer to 10. Certainly not much reward for spending hours hanging onto the rail of a party boat that is heaving and rolling like a wild bucking bronc at a rodeo.

Upon closer inspection, I noticed the huge tub-shaped head and ugly barbels hanging grotesquely from underneath the huge mouth of the fish. I must admit to having seen fish that had a lot more going for them.

That brief flurry seemed to have broken the ice. With renewed interest, anglers had more baits dredging bottom and there were continuous shouts for the "gaff." At one point in time, at least a half dozen anglers were hanging onto tightly bent rods and as many were busy unhooking fish.

Scenes such as this are not at all unusual when fishing for blues or bottom species, but when air temperatures are near zero and you have a dozen or more codfish hooked at one time it is tantamount to world peace.

It is no secret that codfishing has been in a slump for several years. The days when it was possible to fish open bottom grounds a half dozen

A winter angler leans into a husky cod.

Cod have big mouths and doubling up on squid baits like these will help you catch more.

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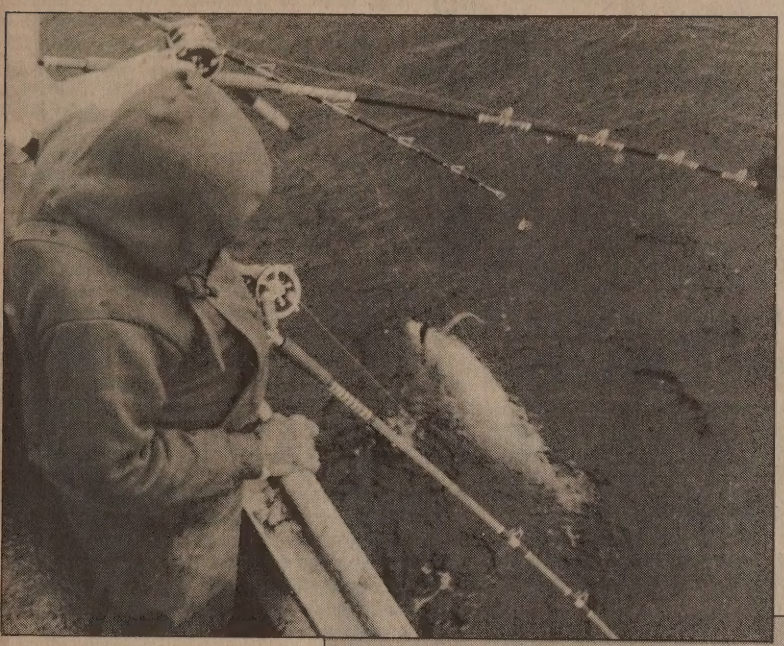
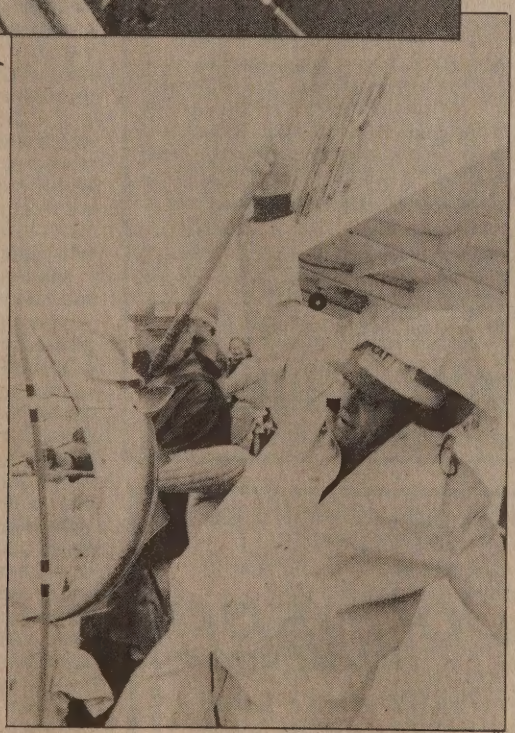


A "hanger" waits for the gaff.



A 10 lber, caught while fishing Cholera Banks, comes over the gunnel.

miles off the beach to load up with "schoolie" size cod have long since past.

I remember them well, having been fortunate enough to have fished for cod throughout winter and early spring with tub gear (long line) as well as rod and reel. Back in the mid-50s and 60s it was common to catch a couple hundred pounds of 5 to 25 pound cod on a 100 hook set and almost as many with rod and reel.

Overharvesting by foreign fleets is blamed for the demise of the Atlantic Coast codfishing. The enactment of the 200 Mile Limit was supposed to put an end to the overfishing by foreign fleets to allow codfish stocks opportunity to rebuild. So far this has not occurred, or at least there is no indication of an improvement in the codfish population.

What this means to the average hook and line sportsman is fewer fish to catch. Anglers who plan to try for cod during the winter season should be prepared to catch one, two or perhaps as many as a half dozen cod or no fish at all. If this isn't enough fish to satisfy you, I'd suggest you stay at home where it is warm and cozy and you can watch fishing shows on television.

However, if the idea of fishing in the dead of winter still has appeal, there are a few options you may explore. If you are a boat owner and have a mid-size walkaround or center console, forget it. Under no circumstances do I recommend attempting an offshore codfish trip aboard a small private boat in the dead of winter.

Rough seas are virtually standard. You may luck into a mild day with westerly winds of only 10 to 15 knots, but more often than not the seas will be rough, ranging from just scary to downright frightening. You will be safer, and certainly a lot more comfortable when boarding one of the shore area party or charter boats that are set up for wintertime fishing.

Most head boat skippers are accustomed to operating in rough water and have a working knowledge of the spots that are most apt to produce good catches. Seas that might cause you concern are nothing out of the ordinary for licensed party boat skippers who make their living from the ocean and must always consider the safety of their passengers.

There really are not too many places within range of party boats operating from basins along the Jersey Shore that will harbor sizable amounts of codfish. The majority of captains sailing from North Jersey and New York ports will be fishing the Cholera Banks or a small area known as "Red Square" from the days when Russian and other foreign boats fished the area on a round-the-clock basis for our codfish.

Sportsmen who operate large cabin type cruisers on a year-round basis might focus attention toward Cholera also. As noted, I do not feel most private boats are set up for winter fishing. If, however, you have a boat equipped with Radar, Loran C, reliable chart recorder, compass, ship to shore radio, heated cabin and are completely familiar with winter weather patterns and the sea conditions they create, it is possible to cash in on the Cholera Banks codfishing.

Loran C numbers for Cholera are 26773/43672. Keep in mind, these numbers will put you in the general vicinity. From there you'll have to find individual spots that you suspect will

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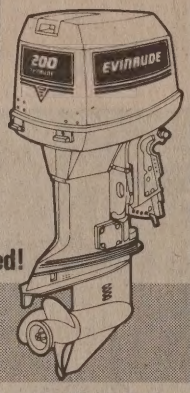

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Although most of the codfish that are caught from Cholera will weigh less than 20 pounds, there is always the chance that you will hook a 30 or 40 pounder. Fish of this size cannot be easily tamed and will require a lot of muscle to get them to the surface.

I've had others tell me that codfish do not fight. This I can assure you is not true. A big cod, when taken from deep water, is no patsy and a pollock of similar size is tougher. Thirty pound tackle is considered too light by most of the head boat regulars. The guys and gals who've been there before prefer tackle that has the power to tame school tunas, with 4/0 to 6/0 conventional reels and beefy rods that fit into the same category getting the nod from most.

Skimmer clam is the standard offering and is normally supplied by the captain along with the price of a day's fishing trip. You might bring some whole squid and should also try some 12 to 24 ounce diamond jigs or Vike jigs just in case the cod and pollock are in an aggressive mood.

I generally stop at a local bait shop on the way to the boat basin to purchase a few pounds of frozen whole squid. If the bait shops in your local area are closed you can visit a local supermarket and buy California squid in 2, 3 or 5 pound packages. California squid are packed and sold for human consumption. Most will be too small to be used as a single bait. It is advisable to use two or three to give the bait a larger, more fish apealing, silhouette.

Codfish are blessed with a huge mouth and can easily swallow a whole clam without any undue effort. Many experienced codfishermen will bait with two or even three whole clams, a combination of a whole clam and a whole squid, or will opt for a couple of whole squid.

You will need large hooks to accommodate the oversize bait. I prefer the beak style model in size 5/0 to 8/0 with slashes in the shank to hold large baits securely.

A favorite rig, and one I've used for many years, is probably as good as any you are likely to find. The rig is very easy to tie and takes but minutes. Anyone who knows how to snell a hook will have no trouble tying a dozen or so before heading off to the codfish waters.

The standard codfish rig utilizes a single hook tied in a short distance above the sinker. I normally use 50 pound test stiff leader material when tying cod rigs. Start off by tying a barrel swivel (clinch knot) at one end of the leader and a perfection loop at the opposite end. The perfection loop is

used to attach the sinker, so make it large enough to accommodate sinkers of up to 24 ounces. The barrel swivel will be used to connect the leader to the fishing line.

Approximately 18 inches above the sinker loop tie a dropper loop and, using a lark's head connection, attach the loop from a snelled (12 inch leader) codfish hook. This particular rig is very effective for fishing wrecks and broken bottom grounds since it is less likely to hang up on underwater obstructions.

When fishing open bottom grounds, such as at the Cholera Banks, I'll generally use two hooks rather than a single hook tied in two feet above the sinker via a dropper loop. To make the two hook rig simply form a second dropper loop a foot or so above the first and use a 12 inch leader of 40 pound test stiff monofilament to keep the top hook out and away from the main leader.

Similar rigs are readily available and reasonably priced at most bait and tackle shops or may be purchased from the captain or mate when boarding one of the head boats.

On a long ago codfish trip one of the "old-timers" took me aside and handed me a half dozen slender strips of red flannel, saying that I should add one strip to each of the hooks. Not knowing any better, I followed the well intended advice and promptly caught a 40 pound cod. Needless to say, I still am using red flannel today. I can't honestly say the strip of flannel made the difference, but can't say it didn't.

Some dedicated codfishermen hold the rod while awaiting a strike. I don't, feeling that I hook more fish by not hanging onto the rod. More often than not, I'll simply tie the rod to the gunnel and wait for a hungry cod to swim by and swallow the bait. This technique may, or may not be as sporting, but it certainly does produce and at the same time, allows me to keep my hands inside the jacket so they don't freeze.

Fishing throughout the winter season can be a miserable experience for anglers who are not prepared for the ever-changing weather conditions that commonly occur. It pays to dress accordingly.

Remember, you can always remove excess clothing, but once you are cold you cannot add enough to regain body warmth. I wear long johns, woolen pants and shirt and a one-piece insulated suit and gloves similar to those worn by snowmobile enthusiasts. Coveralls, less costly than insulated snowmobile suits, provide equal retention of body heat, but do not have tight fitting ankle and wrist bands and are usually much stiffer which cuts down on ease of movement.

The codfish season is at hand. All you need do is visit a local boat basin to arrange passage aboard one of the party boats. The captain will do his best to put you into contact with the Winter King.

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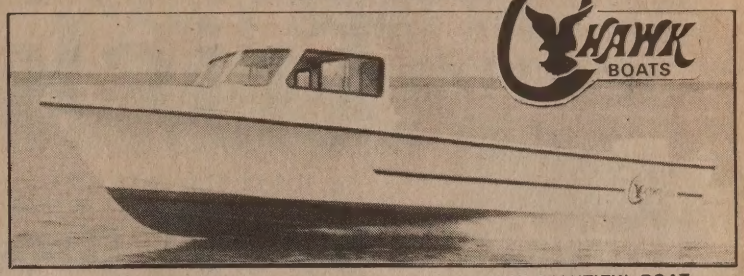

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Tackle Box Tricks

By Gary Gresh

Fishing activity more or less comes to a standstill during midwinter. Oh, there may be a jaunt offshore for codfish or a stab at ice fishing if the weather is cold enough but most anglers are content to spend winter waiting for the spring mackerel run. Ideally they should be servicing their tackle to make sure it is in tiptop shape for the coming season. This inspection should extend to your tackle box or bag. It should contain more than just hooks and sinkers. Rather it should be home to some small items that can make your fishing trips must more enjoyable.

From experience I've assembled a list of accessories that many anglers require at some point in time, but don't always have at hand. You may already carry some of this gear or you may not need some of it. You can make up your own list and see what you think will come in handy for your own fishing needs. Some of the following I consider essential, while most of us could do without some of them.

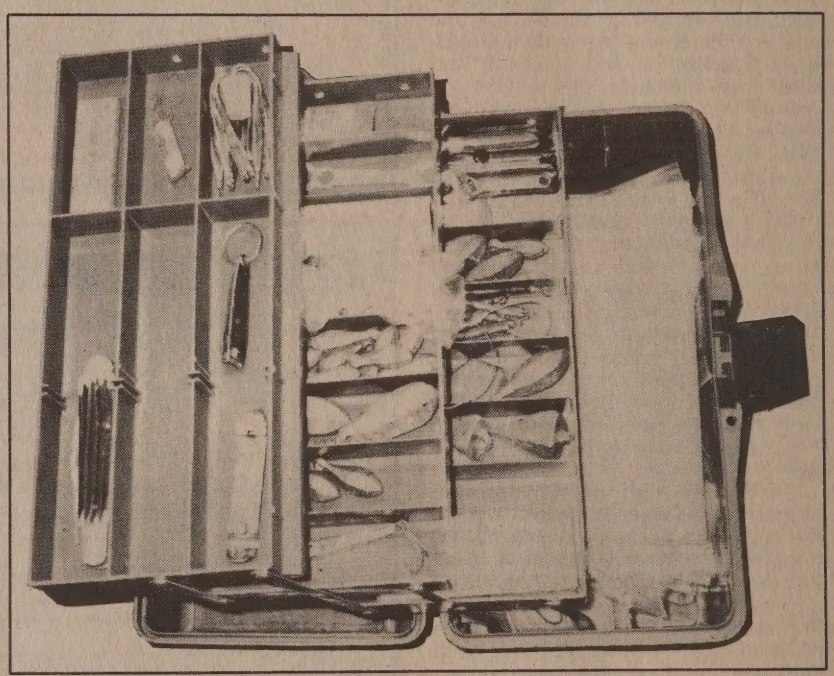
You should have a first aid kit on every boat anyhow, but the small pocket sizes take up very little room and are perfect for dealing with those cuts and scrapes that are part and parcel of fishing.

Seasick pills are a must. Even if you never get sick you should keep in mind the people who may be fishing with you. Remember you should take them before you leave the dock, preferably beginning the night before. This is one item that can spell the difference between agony and ecstasy.

With the growing awareness that overexposure to the sun is the leading cause of skin cancer, a good sunscreen is a must for fishermen. The higher the number, say 15 or 24, the more protection the sunscreen offers. Many are now available in stick form, so you don't have to worry about a mess in the tackle box.

It's also a good idea to carry a pair of sunglasses in your tackle box. If you wear prescription lenses try carrying a pair of the clip-on shades that will slip over your regular glasses.

Insect repellent is one item that you always carry after you've learned the hard way. On a windless day, regardless of the type of fishing you are doing—or even just waiting at dockside—you can bet that some gnat, mosquito, greenhead, strawberry fly or black fly will find you and make your life miserable. Get the most powerful stuff you can find. I prefer to use Cutter's.



A well stocked tackle box should contain more than hooks, sinkers and lures.

You might also want to pack a few sheets of "bathroom tissue." You never know when you will need it. You will appreciate it if you do any wilderness fishing. Besides, party boats never put enough of the stuff out anyhow!

If you don't care to lug along heavy foul weather gear on every excursion then consider packing one of those small, purse-size ponchos or raincoats to have along just in case you run into a shower. Admittedly, this type of gear is rather flimsy but it will provide some protection especially against brief showers. Fishing is a lot more fun when you are relatively dry.

If you do any type of cool or cold weather fishing, then it might be to your advantage to keep an extra pair of gloves or glove liners and an extra pair of socks. Army type glove liners and socks are mostly wool yet they aren't bulky. One other possibility for cold weather fishing is to pack along a couple of those disposable hand and body warmers that you shake to activite. "Hot Mini" is one such brand. It's soft, slim, disposable and easy to use.

Every tackle box should contain one of those small pocket tool kits to use for emergency repairs or just the tightening of screws on your reel. The tool that comes with the purchase of a Penn reel is a good all-in-one tool. You might also want to carry along the emergency rod tip kits that are now on the market. In addition I also carry a small tube of reel lube with me. Most tubes are small and take up little space. WD-40 now comes in a small can that fits easily in most tackle box. This is useful for spraying

down reels after use or for loosening screws or bolts.

Other hardware that could prove useful includes a can and bottle opener for those fine imported beverages that sometimes lack twist-off tops. Nail clippers also come in handy for cutting line and trimming knots. You can keep both of these items on your key chain if you wish.

It will never hurt for you to carry an extra bait knife with you in your box, bag or pocket. Having had to make do cutting crabs and squid for bait with the edge of a screwdriver, I now make certain that there is an extra knife on board. All you really need is a pocketknife.

One item that I always carry with me on any fishing trip is a small hook hone/knife sharpener. Some of them on the market today are only a few inches long. We are real sticklers for touching up our hooks frequently. Brand new hooks should also be sharpened before they are first used. Hook hones with a groove make this job a snap.

Anglers who do a considerable amount of night fishing may find it worth their while to pack along one of the mini-flashlights on their trips. They are very small, quite powerful for their size and can really come in handy after dark.

If I had to name the one thing most often forgotten on our fishing trips, it would have to be rags. Otherwise you end up wiping your dirty hands on your clothes. This does not go over well with the boss. To avoid this problem I now carry a pack of "Handi-wipes" towels in the bottom of my tackle box. That way they are always there if I need them. Being disposable, inexpensive and compact they are perfect for the tackle box.

We have all seen—and owned—tackle boxes that looked like bird's nests from all the loose rigs and hooks tangled together. I now avoid this by carrying a few of the ziplock sandwich bags with me on every trip. Whenever I have to save a rig or hook I pop it in a sandwich bag and snap it shut. No more tangles.

Last but not least, if you or anyone who fishes with you is prone to "nicotine fits," then you should think about stowing several packs of matches or a lighter in your tackle box. The only thing more pathetic than a fellow with a cigarette who needs a match is the fellow who needs a cigarette. The latter should always make sure he has extra smokes in his box. Believe me, I have seen fishing trips cut short because of this problem.

That's about it for my suggestions. From your own experience you may think of some other items that might prove helpful on your next fishing trip. All of the items that I have mentioned do not apply to everyone, myself included, but will at least get you thinking about the gear in your own tackle box. Just remember that guy with a cigarette and no match—wouldn't he be a real joy to have on your boat?

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Rod Repair

1. A wood handle being refinished with a spray epoxy. Both ends of the handle are wrapped with masking tape to protect those areas from the spray.
2. Cork handle gouges can be repaired with a mixture of cork dust and glue. The mixture will be allowed to cure overnight and then smoothed with sandpaper.
3. Shim loose parts by running thread with the axis of the part (as on the right) not wrapped around the rod where it might slip (as on the left). Once glued in place, a decorative wrap is placed over the blank.
4. Shims of thread used on a metal ferrule of a saltwater rod. The masking tape makes it easy to hold the thread in place.

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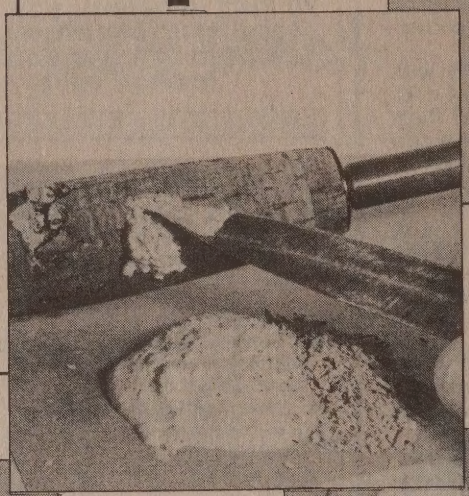
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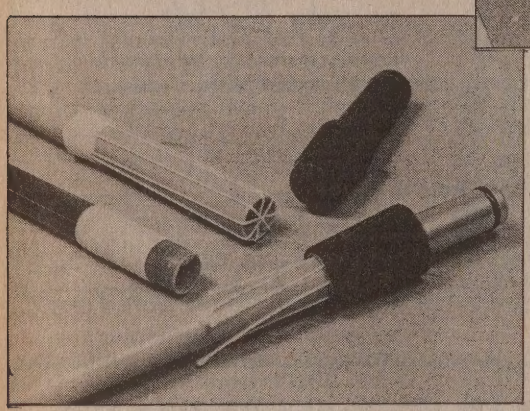
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By C. Boyd Pfeiffer

Often the difference between professionalism and just doing a job in any craft or profession is in the attention to details. The same applies to rod repairs. The professional rod craftsman or repair facility does not have access to any tools or techniques unavailable to the average fisherman. What they do have is a bag of tips born of a desire for the best possible job and refined by years of experience.

Using these tips in your rod repairs can make the difference between a rod that might look like a reject from a high school craft project, or a truly professional repair that will make your rod like new again.

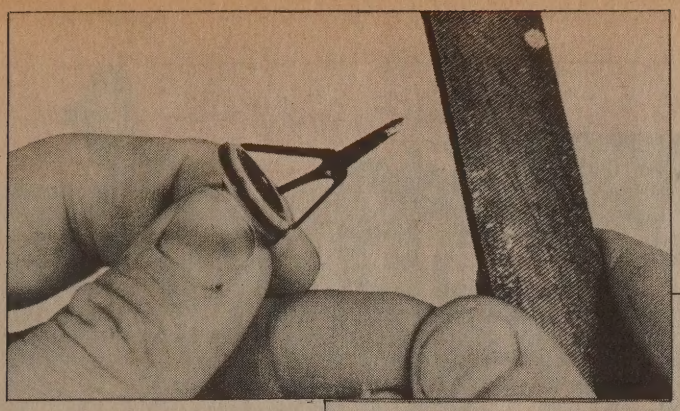
Repairs can be required from a wide range of damage, but often fit into several categories. We'll look at each of these problems with the best possible professional solution:

Butt Caps: Butt caps on rods always seem to come off after a few years. If lost, they are often replaced with any cap and glued on with any available glue. The result is a poor job. To do this properly, first try to retain the loose butt cap, often by taking it off when loose and before it becomes lost. If lost, replacements in several sizes are easy to obtain from any hardware store using chair tip or crutch tips. Both of these are usually available in 3/4, 7/8, 1 and 1-1/8 inch sizes for any size rod.

When gluing on these replacements or any rubber or plastic tip or butt cap, use rod finish, if available, in place of standard epoxy glue. This tip, learned from Roger Siders of Flex Coat Company (makers of finish and glues for rod builders), allows the more flexible epoxy rod finish to adhere to the rubber or plastic butts.

Gluing and Sanding Procedures: Most repairs of butt caps, loose reel seats, restored handles, loose ferrules and butt adapters result in a lot of excess glue on the parts that is sloppy and unsightly. To prevent this on any gluing job, use a professional tip and tape the edge of each part with masking tape. In the above case, use several layers of tape around the upper edge of the butt cap and the edge of the handle where the butt cap will finally seat. Then add the glue to the handle end and butt cap, seat it in place. Excess glue—and there is always some in any gluing job—will ooze out of the bonding area and onto the upper part of the butt cap and handle. By taping these areas, you prevent the glue from staining the part, and make clean up easier. Once the butt cap is seated, wipe clean and pull off the tape for a completely clean joint.

Slippery Foam Handles: Foam handles, often called cellite, Hypalon, EVA and similar names are common on rods. In time, they can become slick and slippery. To correct this, simply scrub them with a stiff brush and household powder cleaner, followed if necessary with a light sand-



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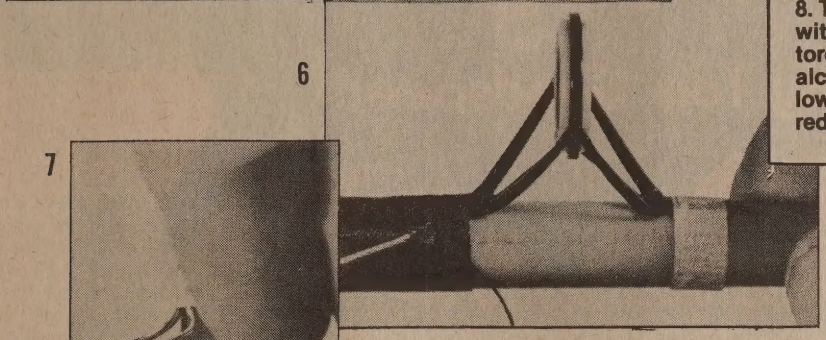

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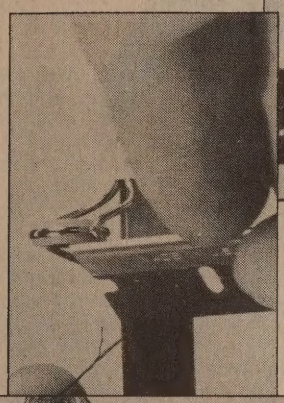

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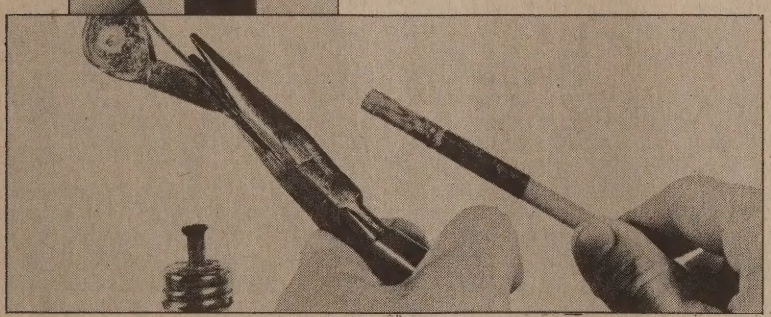

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5. Filing the foot of a new guide to give a smooth transition of the thread from the rod blank to the guide foot while being wrapped.
6. To complete wrap, the end of the thread is wrapped over and pulled through the other wraps with a loop of cord or thread.
7. Cut the tag end of the thread by cutting straight down into the gap made by the thread end. This makes for a smooth, professional finish.
8. Tiptops are easily removed with heat from a propane torch or alcohol lamp. An alcohol lamp, because of its lower heat range, is preferred.

ing with fine sandpaper or emery

Nicked and Gouged Cork Handles: Cork handles can become gouged in time from boat seats and rod holders, but can be easily repaired by filing cork dust (from a spare cork handle ring or a wine cork) and mixing it with a carpenter's glue like Elmer's or Borden's. Make this into a thick paste and use a small spatula (pocket knife works well) to trowel the mixture into the nick or gouge.

Make sure that the nicked area is clean and that any loose pieces of cork have been removed. Slightly round off the mixture, allow to cure overnight and sand to finish.

Loose Ferrules and Adapters: These become loose in time with shrinkage of materials. Often this occurs with ferrules and butt caps glued on wood saltwater handles. If shrinkage has occurred, often just gluing is not enough to hold the parts together since the space between the two parts still exists. To correct, this, use "shims" of thread or cord to fill in this space before gluing.

For a professional job, do not wrap the handle with cord (mounting the ferrule or adapter can cause the thread to slide), but instead place threads along the axis of the part. Then coat the part with glue and slide it onto the ferrule or butt adapter. Once in place, wipe up the excess glue and use a razor blade to cut off the excess threads or cord.

Guide Replacements: Guide replacements are a common repair (most common, according to many rod repairmen), yet they can be done professionally at home. First remove the old guides and wraps, slicing through the wrap with a razor blade used like a carpenter's plane to cut the thread without cutting the rod blank skin. Then sand the area (an emery board used for fingernails has a good stiffness and grit size for such work) and replace the guide.

To make for a smooth wrap, first file the end of each guide foot with a file to give it a knife-like edge. This allows for a smooth transition of the thread from the blank up onto the guide foot. Tape the guide foot in place with a thin strip of masking tape (about 1/8 inch) with the end of the foot exposed so that you can begin the thread wrap before removing the tape. Measure and mark (with tape) the point for beginning the wrap. Wrap using the same technique as for whipping the end of a rope, finishing the wrap by pulling the end of the thread through a wrapped in separate loop of thread. Once this is done, make it a professional job by slightly spreading the wraps apart and using a razor blade to cut straight down to cut the excess thread. Use your thumbnail or side of a pen to smooth the wraps back into place.

Tiptops: These can become damaged, bent and broken also and require replacement. To do this, first you must get the old tiptop off. For this, first wrap the blank just below the tiptop with several layers of masking tape to provide insulation from the heat that must be used to remove the tiptop. Then touch the tiptop to the side of an alcohol lamp or propane torch flame (heat over top of the flame will be too broad and may damage the rod blank) until the glue is loosened enough to pull the tiptop free with pliers.

Once the old tiptop is removed, remove the masking tape and clean this area with lighter fluid. Sand up any old glue that remains on the end of the rod blank. Use either heat set cement (most ferrule cements) or 5 minute epoxy glue.

Use a straightened paper clip to smear glue inside the new tiptop, add some to the rod blank end, and slide the new tiptop into place. Wipe up any excess glue (masking tape is not used here since the thin diameters would make it difficult and the area is also covered later with a decorative thread wrap) and be sure to line up with the guides and reel seat hoods before setting aside to cure.

The magic fish of the winter months for me is that hauntingly beautiful shadow that drifts across the shoal waters of the Florida Keys, the one they call the gray ghost of the flats: the bonefish. This fish is so elusive, so well camouflaged, that I no longer try to see the one that I'm casting to; instead, I look for its shadow on the sandy bottom.

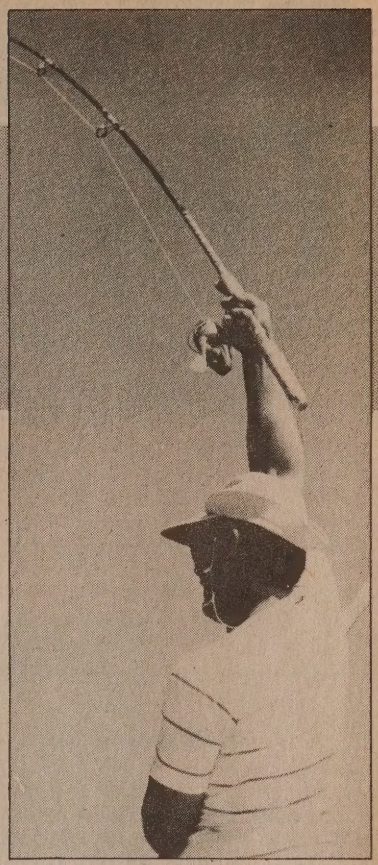
True, on rare occasions, you will see the fish tailing, its nose buried in the powdered coral bottom, its tail splashing and fanning the clear, tropical air. But this doesn't happen often. The odds favor your spotting that shimmering shadow and only then possibly seeing the silvery, streamlined shape of the fish. The bonefish, for its size, has to be one of the most powerful fighters that swims and its body certainly looks as though it was designed for speed.

Now, it is true that the month of May, everywhere, seems to be the prime month for top fishing—and this holds true for the bones in southern waters. So I had to learn how to catch bones in the winter months—and it's not that difficult to do.

Your major problem will, of course, be the winds, those cold northerlies that whip down from the Arctic. Since the Keys run from east to west, it's a simple matter of fishing the lee, or southern, shores. But the problem here is that most of those nearby lee shores have been fished pretty heavily over the years. The better bonefish grounds in the lower Keys all lie on the more remote islands, those coral and mangrove abutments that rise from the Gulf of Mexico and stretch

The services of a local guide can help make that first trip a memorable one.

Gray Ghosts of Content Key



ENE from Key West for about 40 miles, ending in the remote—and most northerly—Key of all, Content Key. Pick up NOAA chart 11442 and you'll have a marine chart that you can dream over for hours on end. You'll spot Content, due north of Big Pine Key, near the corner where Big Spanish Key lies.

But to sight cast to roaming bones, you do need those chill winds to die, for the ripples to fade, for the chalk to settle. Then, when that day does arrive, cancel all your other plans and head for the bonefish flats.

For that first trip you should have a guide. True, you may luck out on your own but again, the odds favor your wasting a day when, for the price of a pro, you could be having one of those days you'll remember for decades to come.

I was lucky on my first Florida Keys bonefish trip. Gary Edelson at Hall's Bait and Tackle, Mile Marker #48 in Marathon, fixed us up with a great guide. Some years earlier, I had honeymooned at Hall's, in one of their old rental cottages, so I knew the area and I knew Gary. The guide he selected trailered us down to Big Pine Key and we ran a rising tide out the Spanish Channel to Content Key, flying over water that at times seemed bone dry.

As the tide continued to roll in over the flats, our guide Dale Perez, broke several live shrimp into pieces and tossed them out to the edge of the dropoff some 20 feet off the stern of our boat. We held position by Dale driving the pointed end of his push pole into the bottom and lashing a stern rope to the driven stake.

Dale rigged my line for me, tying a three foot Bimini twist in the tag end of my 8 lb. mono and tying the 2/0 hook to the Bimini with a figure-8 knot. Grasping a shrimp from the live box, he bit off its tail and threaded the point of the hook into the shrimp from the tail end. Removing the tail, of course, kept the shrimp from spinning in the current.

In about 15 minutes, I spotted the first bone move into our chum line and in a few moments it picked up my shrimp—and I was on.

That first run stripped 150 yards of Golden Stren off my reel. The fish made three such runs and I let the fish go, against the drag. I held my rod high, keeping the thin line clear of the grasses and coral that were scattered across the bottom. I eventually netted a beautiful 8 pound bone, measured it and released it. My buddy that day and I caught eight of those 8 pound torpedoes and without a doubt we couldn't have done it without the guide. One of those days I'll remember, always.

On subsequent trips to Content, I fished without a guide. I tossed those tiny bonefish jigs that they sell in the Keys, brownish and yellowish lead heads with short, sparse bucktails. I'd pole my little 12 foot cartopper across the flats and drift with the current and breezes. I'd cast the lure just beyond the bone and let it settle to the bottom and then skip it along in little hops. Every time the lure touched bottom, a bit of coral dust would kick up—and drive those bonefish wild.

Tide rather than time of day seems to be the critical influence on the flats. As the tide floods in, the bones will move up on the flats to feed. But once the tide turns, it's as though a whistle sounded; all the bonefish leave the flats, drifting over the edge into the deeper water of the channel.

Realistically, the Keys can be reached in two days of long, hard driving. I've done it many times and it is cheaper than flying down and renting a car. Marathon does have an airport, though, and commuter flights do come down from Miami.

If I didn't stay at Hall's I'd invariably tent at Knights Key Park, a terrific RV campground located at the east end of the Seven Mile Bridge in Marathon. I started out here in a pup tent, with a Coleman stove and a few bucks in my pocket. Today we still go to Knights Key Park, but we tow a travel trailer and cartop a 14 foot Starcraft with a 9.5 hp motor. Knights also has a waterfront two-story efficiency apartment complex called Knights Key Inn where friends have stayed on numerous occasions.

At the other end of the Seven Mile Bridge is Sunshine Key Camping Resort, another fine RV campground and down the road is the Bahia Honda State Recreational Area which accommodates both rough and RV camping. As for guides, Dale is now fishing in Costa Rica, so just phone Gary Edelman at Hall's and he'll put you in touch with a real pro. A quarter mile west if the Angler's Outlet at the Seven Mile Marina and they have bonefish guides available, too.

Hall's Bait and Tackle, 1688 Overseas Highway, Marathon, FL 33050; (305) 743-3606.

Angler's Outlet, Seven Mile Marina, 900 Overseas Highway, Marathon, FL 33050; (305) 743-7712.

Knights Key Park, PO Box 525, Marathon, FL 33050; (305) 743-4343.

Knights Key Corp. (Main Office), 165 Madeira Ave., Coral Gables, FL 33134; (305) 443-5165.

Sunshine Key Camping Resort, Rt. 1, Box 790, Big Pine Key, FL 33043; (305) 872-2217.

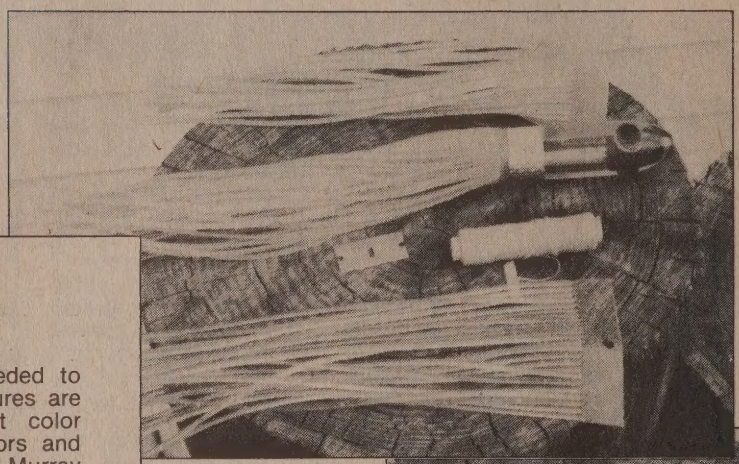
Bahia Honda State Recreational Area, Rt. 1, Box 782, Big Pine Key, FL 33043; (305) 872-2353.

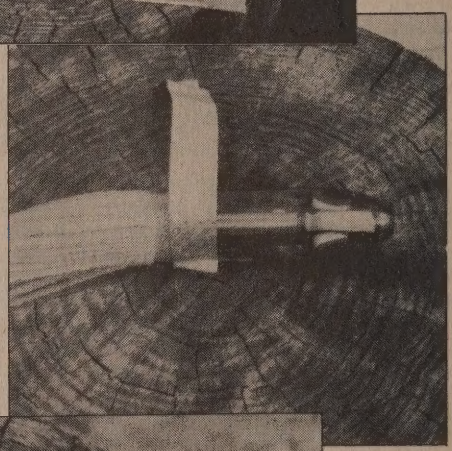
For complete tourist information, write to the Chamber of Commerce, Marathon, FL 33050.

Which Skirt for You?

Fishy Fashions

By Kenny Douton & Tim Coleman





CHANGING SKIRTS

Photo One: Materials needed to change skirts on offshore lures are simple: choice of different color skirts, razor blade or scissors and waxed twine. Lure is from Murray Brothers; replacement skirts from Newell Mfg.

Photo Two: Unwind tape at the base of the lure's head.

Photo Three: Cut twine around both inner and outer skirt.

Photo Four: Remove as shown. Store the skirts some place in case you wish to change back to original color.

Photo Five: Take replacement skirt and cut to fit around the base of lure head.

Photo Six: Wrap the twine around the skirt a couple times, then secure with a couple overhand knots.

Photo Seven: Repeat the procedure with the outer skirt and trim off excess twine.

Photo Eight: Replace the reflective tape for a neat, professional job. You are now ready to go tuna trolling with a lure of a different color.

Editor's Note: This technique may not work for all types of offshore trolling lures. If in doubt, please contact your local tackle shop for advice.

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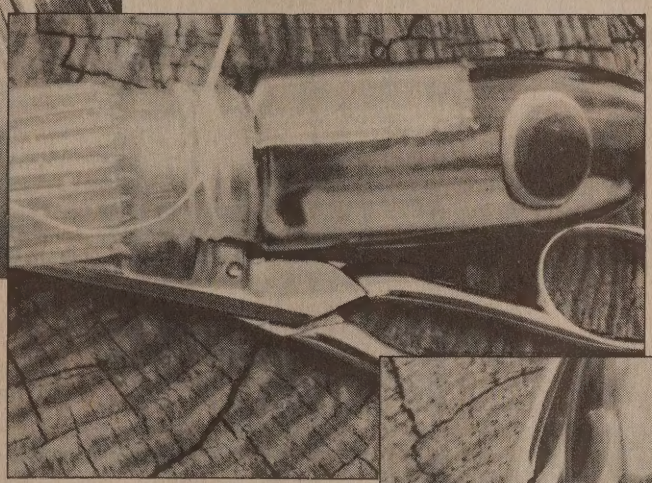

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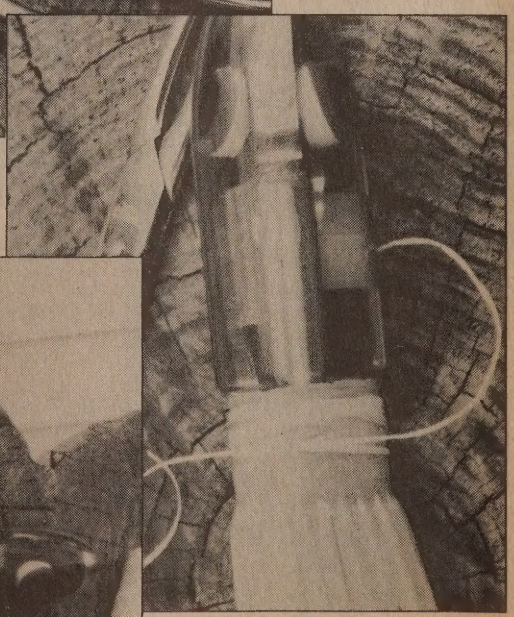

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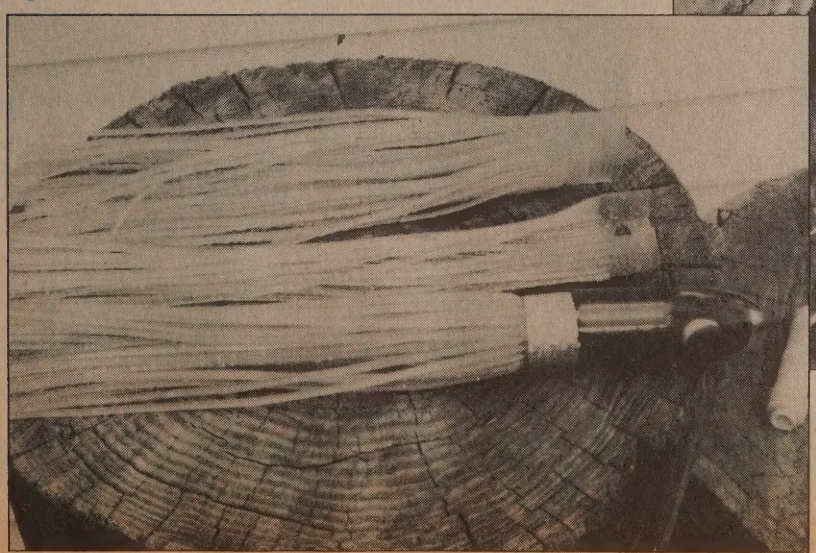

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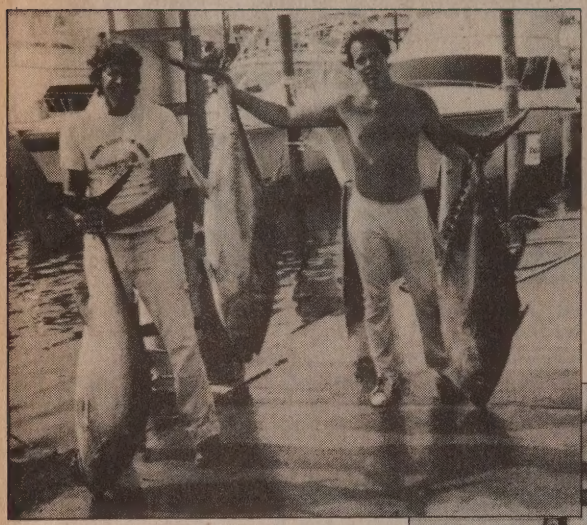
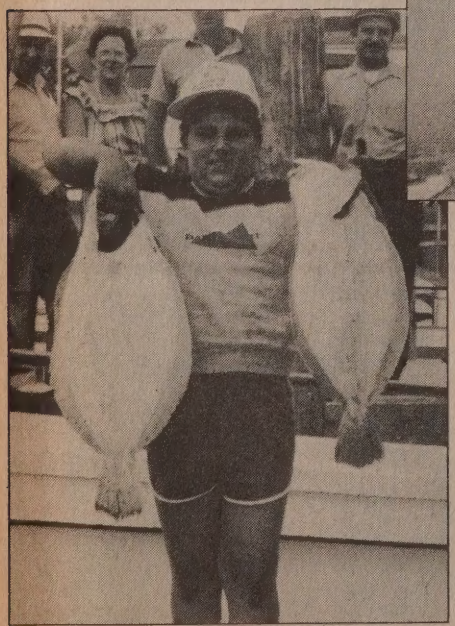


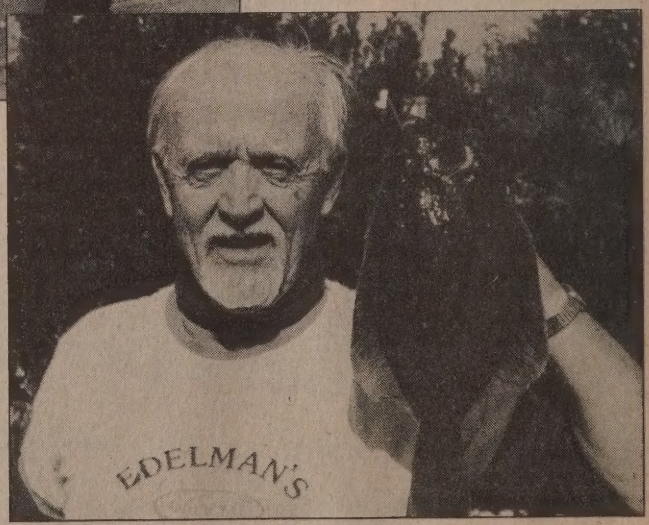
Capt. Joe Ferrara and John Funicello with a trio tuna to 131 lbs. taken at Montauk on the Ebb Tide V. The fish were weighed at Star Island Yacht Club.

John Mosca with a brace of fine fluke caught this past summer aboard the Sheepshead Bay based, White Eagle III. Harry Ostron Photo.



Charles Howard boated this huge doormat south of Breezy Point on 9/3/87. The giant "flattie" weighed 15½ lbs. at Beckman's Tackle in Lynbrook.

Mid Island Surf Club member, Marge Buss, beached this 44 lb. striper on a bunker chunk at Cedar Beach on 9/20/87. Photo courtesy of Causeway Bait & Tackle.



Les Devalve displays the 2½ lb. flattie he took in the State Channel near Amityville back in November.

Photo Gallery

THE Fisherman

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East End Report

with Mrs. Lorry Mangan

As is normal for this time of the year, most fishing activity has come to a halt in these parts. The exception has been at Montauk where recent weeks have seen a good run of cod, along with some big blackfish.

MONTAUK

Captain Paul Forsberg, skipper of the **Viking Starship** said that they had been enjoying very good cod action through the holiday period. This past weekend continued to produce fine action with 150 cod, pollock and hake. Sunday saw a total of 200 cod, pollock and blackfish taken by fares. Four cod in Sunday's catch topped the 30 pound mark, with the pool winner taken by Tom Severance. The skipper reminded that he will be sailing every Saturday and Sunday throughout the winter. He was optimistic that due to the numbers of fish around, that the good action would carry through the next couple of months.

Captain John DeMaio of the Montauk based charter boat **Vivienne** labeled the current codfishing as the best in years. He enjoyed some very

A late November trip to Georges Banks produced this 57 lb. cod for Bud Miller and a 56 pounder for Louis Poe. Photo courtesy of the "Viking Starship."

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

	SANDY HOOK		BREAKWATER HARBOR		NEW YORK		NEW LONDON		WILLETS POINT		BRIDGE-PORT		NEWPORT		
DAY	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	DATE
THURS.	9:30	10:10	10:30	10:50	10:20	11:01	11:10	11:50	1:00	12:55	12:50	1:05	9:40	10:00	1/ 7
FRI.	10:10	10:45	11:05	11:30	10:55	11:35	11:45	—	1:25	1:30	1:30	1:40	10:20	10:45	1/ 8
SAT.	10:45	11:30	11:45	—	11:35	—	12:30	12:30	1:55	2:05	2:05	2:20	11:00	11:30	1/ 9
SUN.	11:30	—	12:15	12:30	12:15	12:05	1:15	1:20	2:35	2:50	2:50	3:05	11:45	:	1/10
MON.	12:15	12:15	1:00	1:15	12:50	12:40	2:00	2:10	3:20	3:40	3:35	3:50	12:15	12:35	1/11
TUES.	12:55	1:00	1:50	2:05	1:25	1:30	2:50	3:05	4:05	4:35	4:20	4:50	1:10	1:30	1/12
WED.	1:50	2:00	2:45	3:00	2:15	2:25	3:45	4:05	5:00	5:30	5:15	5:50	2:05	2:30	1/13
THURS.	2:50	3:10	3:40	4:00	3:15	3:35	4:35	5:05	5:55	6:35	6:10	6:50	3:00	3:30	1/14

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 1/ 7	7:28	4:44
FRI. 1/ 8	7:28	4:45
SAT. 1/ 9	7:28	4:46
SUN. 1/10	7:28	4:47
MON. 1/11	7:28	4:48
TUE. 1/12	7:27	4:49
WED. 1/13	7:27	4:50

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 1/ 7	8:10PM	9:35AM
FRI. 1/ 8	9:15PM	9:55AM
SAT. 1/ 9	10:15PM	9:55AM
SUN. 1/10	11:15PM	10:35AM
MON. 1/11	—	10:55AM
TUE. 1/12	12:15AM	11:15AM
WED. 1/13	1:25AM	11:40AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
1/19	1/25	1/4	1/12

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	7:15	1:05	7:45	1:30
Fri.	8:05	1:55	8:30	2:15
Sat.	8:55	2:40	9:15	3:00
Sun.	9:25	3:15	9:55	3:40
Mon.	10:10	4:00	10:40	4:25
Tues.	11:00	4:50	11:25	5:10
Wed.	11:40	5:30	—	5:55
Thurs.	12:10	6:15	12:25	6:40

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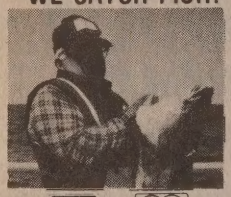

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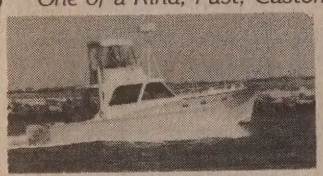

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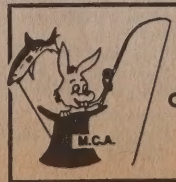

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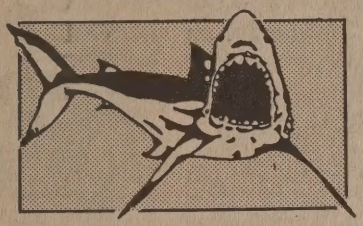

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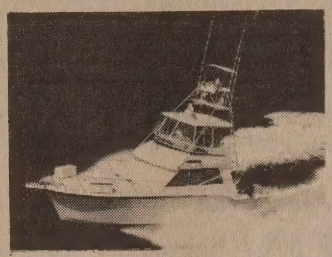

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good fishing at Block Island through the third week of December. More recently, he's been doing well at Cartwright. A week ago Monday, a one-man charter accounted for 43 cod, fishing local waters. On Sunday, John reported taking 24 cod. He knew that Captain Jay Rigano of the charter boat **Lori Jay** put away over 60 cod on Saturday, with seven of the fish topping the 30 pound mark. John reminded that he is now finished for the season, but he is booking charters for the upcoming season which will begin on March 1st.

SOUTH FORK

At **Speck's Bait and Tackle** in Southampton the word is that most fishermen have switched rods for shotguns and that there has been some pretty good goose hunting locally. Most of the fishing business has revolved around reel repairs and rod building equipment.

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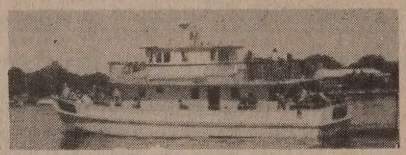
8 A.M., Starts Approx. Mid-March



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South Shore Report

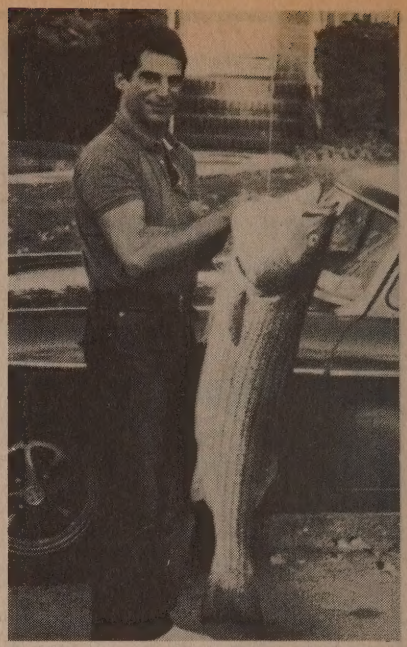
with Fred Golofaro

Some surprisingly good codfishing under way on wrecks south of Fire Island. During our recent hiatus, the Captree open boat fleet did consistently well with mostly small cod, with a few nice fish mixed in. White perch have been keeping a handful of anglers preoccupied in the tidal creeks whenever they are free of ice.

GREAT SOUTH BAY/ FIRE ISLAND INLET

We were somewhat surprised to find Dave Canale tending the shop at **J&R Sport Center** in Oakdale during Monday morning's snowfall. His was the only shop we were able to contact.

Michael Arma with a nice school bass just prior to releasing it. Michael took the fish on a Kastmaster at Ponquogue Beach on November 7th. Subscriber photo.



Fisherman subscribers Steven Kind and Bruce Bear trolled this 38 lb. striper outside Jones Inlet on November 10th.

Dave noted that some anglers continued to do well with white perch in the tidal reaches of the Connetquot. A couple of customers also reported taking perch from Carman's River, Tuthil Creek and Sunken Meadow State Park. Small leadhead jigs, spinners and night crawlers have all been effective. The shop does have night crawlers in stock and will continue to carry them through the winter. Dave noted too that a few customers reported doing well with cod on Captree open boats. Most of the fish were reported to be in the 5 to 8 pound class. Winter hours for the shop are from 8 to 8 daily and 8 to 4 on Sunday.

Captain George Tweedy of the Captree open boat **Captain Scotty 3** said that most of his December cod trips accounted for 100 to 150 fish per trip. Lots of the fish are in the 5 to 6 pound range, but there was a 48 pounder taken during Christmas week. More recently, Friday saw a very good fishing, with well over 200 cod swung over the rails. Saturday and Sunday's fishing was off a bit with somewhere between 50 and 70 cod taken each day. George added that all of the action has been on wrecks. Fares have had an occasional shot at ling and stray pollock in the 18 to 20 lb. range. The boat will continue sailing daily at 6AM, weather and ice permitting.

Captain Charlie Kennedy of the Captree open boat **Captain Joseph II** spoke of some pretty decent codfishing over the past couple of weeks. Most of the fish ranged between 4 and 10 pounds with a few bigger ones sprinkled in. Catches have ranged from a low of 50 fish to over 150 cod on some trips. On Saturday (January

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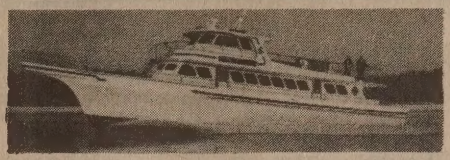

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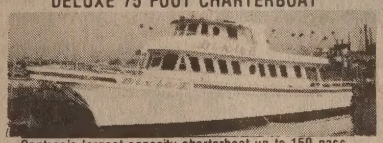

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2nd) 20 fares put away well over 100 cod. Several anglers stood out among the crowd. Jeff and Patty Breslow combined for a total of 23 cod, including three fish over 20 pounds. Rich Dougherty bagged 12 cod including a 35 lb. pool fish, while Ron Johnson put away 11 cod. Sunday's fishing was off Saturday's pace. Jeff and Patty Breslow made a repeat trip and managed to put away another 13 cod. Sunday did see the first positive sign of open bottom action. Charlie's last drop of the day on open bottom produced about 30 cod in one hour's fishing. The Captain Joseph II will continue sailing its 6 AM daily schedule as long as the weather co-operates.

West End Report

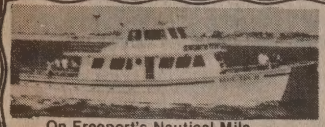
with Stu Miller

There seems to have been quite a revival in the area's codfishing so far this cod season. During the period The Fisherman was on vacation, the boats hitting cod on the offshore wrecks have been doing fair to very good jobs of it with fish running up into the 40 pound range for pool winners. Fish have been mixed with some blackfish and ling mixed in as well on most trips. In general catches of 40 to over 200 fish a trip would give a general review of the open boat catches right through this past Sunday.

WEST END BAYS/ JONES INLET

Sailing out of Freeport, Captain Richie Kessinger's **Starstream II** had generally good codfishing on all trips sailed. New Year's Eve day, 17 fares

FREEPORT



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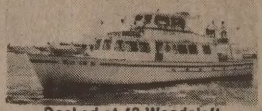

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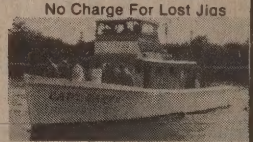

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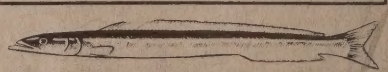

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had roughly 70 cod with the pool in the 40s. On Monday, 11 anglers scored with over 100 cod with the pool tipping the scale at 41 lbs. Sunday saw 70 cod taken, fish up to 27 lbs. Larry McKall of Wyandanch rang the bell with 18, while Ernie Welch bagged up with 12 cod, three of which were in the 35 lb. range. As you can see, the codding is quite decent. All action has been on wrecks so far.

A call from the charter boat **Cod Father** tells of a trip for Tom Frengen on 12-14-87 with 120 blackfish from 3 to 11 lbs. caught at 17 Fathoms. Dennis O'Donnell caught the 11 pounder, with Tom Kelly of Massapequa coming out high hook.

Codfishing on the **Super Spray II** has been very productive said the skipper with good numbers of fish and very decent sizes to boot, fish generally mixed. Sunday's pool fish was a 40 pounder. Captain Jimmy says that the boat will continue sailing everyday for cod, people and weather permitting.

Sailing out of Point Lookout, skipper Al Lindroth of the **Captain Al** said he's very happy with the quality of the codfishing thus far, customers hoisting anywhere from 100 to 200 cod a trip, with the offshore wrecks continuing to be productive. Roughly 200 cod were caught Monday, over 100 on Saturday and close to 200 again on Sunday with 20 to 30 fares per trip. Roosevelt Rogers, a familiar fish stalker in the area, decked a 42 pounder for Saturday's pool, while on Sunday Danny Doyle of Howard Beach bagged up with 11 cod to 30 pounds. All fishing has been on wrecks.

Marco Giorgi hefts a 17½ lb. blue, one of 35 he and Eugene Gebrian boated on whole bunker in the New York Bight. Many of the fish were released. Subscriber photo.

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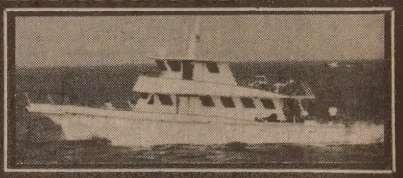

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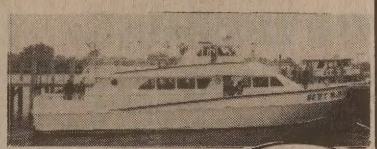

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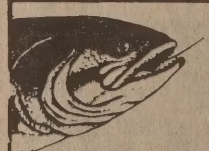

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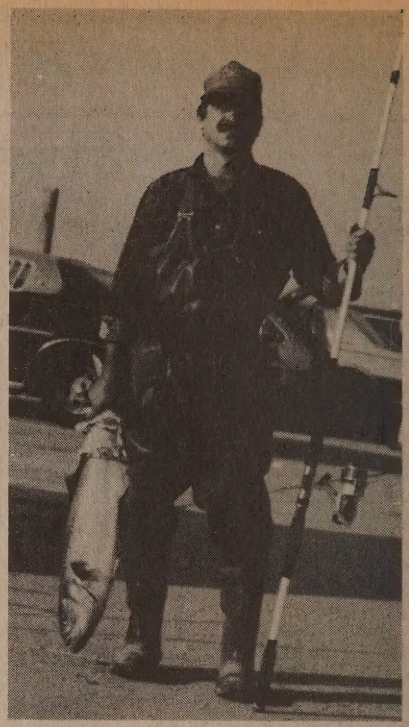

Bill Barcella with a nice blue taken back in November from the Jones Beach surf. The chopper weighed 11¼ lbs. at the Jones Beach Bait Shop.

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Captain Dennis of the charter boat **Marie III** fished the 562 Club and had over 50 cod 8 to 35 pounds, with Eddie Walsh taking the pool. Another trip for a New Rochelle group decked over 60 cod said the skipper, fish 12 to 30 pounders. Christmas Eve day, a four man crew trip resulted in a catch of over 80 cod up to 25 pounds. The Tom Rupp charter on January 3rd had over 50 cod to 35 lbs., with Brian Kearney taking the pool. All action here was also on offshore wrecks.

Aboard the **Night Hawk**, right through the boat's last trip of the year on December 27th, fares had excellent blackfishing on inshore wrecks with pool fish going 6 to 8 pounds and per man averages going 10 to 30 fish a man.

NEW YORK BIGHT

Captain Butch of the **Zephyr V** which plans to be sailing right through the winter for cod, blacks and ling, informs us that his customers continue to be catching big blackfish going up to 12 pounds, with a by-catch of 10 to 20 cod a day, cod going up to 25 pounds so far. Some big ling are also being taken on the wrecks. The skipper said he will be sailing daily weather permitting, with enough people showing up to get out.

North Shore Report

with Marty Garrell

Monday's phoning found the north shore closed up tight as a drum. The fishing opportunities at this stage in the game are severely limited. For those suffering from extreme cases of cabin fever and not satisfied with strolling the aisles of boat and sport

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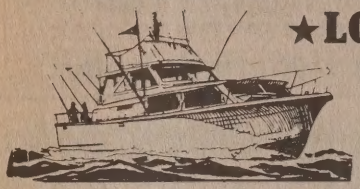

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shows, there are a couple of options providing the weather is somewhat cooperative. Sea run trout can be culled from the Nissequogue River throughout the winter months and there's been some good action with white perch on the back side of Sunken Meadow State Park. Lilco's Northport power plant has long been a haven for surf fishermen not willing to call it quits when the fall run subsides. There has been very good action with school stripers here the past two winters and based on the large numbers of schoolies that occupied the area late into the fall, the next few months should again see some fine striped bass fishing. Keep in mind that the season is officially closed and that all bass must be released.

Freshwater Report

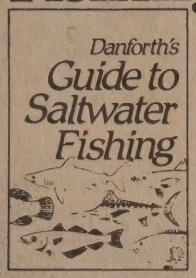
with Tom Schlichter

According to Dave Canale at **J&R Sport Center** in Oakdale, plenty of small trout along with some nice fish between 14 and 18 inches played host to heavy crowds at Bubbles and Rattles through the holiday period. Night crawlers have been accounting for many of the fish.

For those with a yen for winter steelhead fishing, the Salmon River was well supplied with the big rainbows last week, but tough conditions kept the catches down. Tuesday produced quite a bit of action, but sub zero temperatures and a drop in the water level iced the river over by Wednesday morning. Richie Sim-

Andy and Mat Zimmerman with 19 rainbow trout caught near Calicoon, NY under the tutelage of their mom. Subscriber photo.

Danforth's Guide to Saltwater Fishing



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A Guide To Beginners . . . And Old Pros. IGFA's, International Angler Bulletin, Vol. 49, No. 3. May-June 1987.

It is very informative and has . . . everything you need to know about Saltwater Fishing. Paul Duenker-New Haven Register, July 26, 1987.

An excellent book to start with. Capt. Charles Donlon-Capt. of The Charter Boat Snappa.

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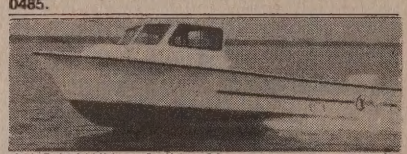

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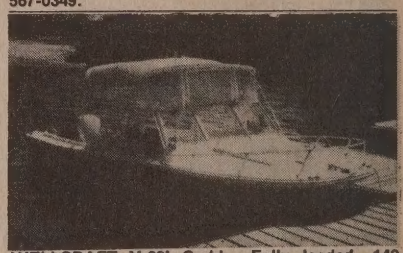

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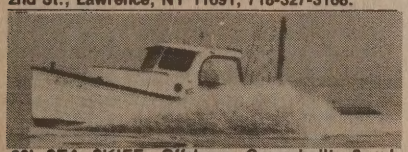

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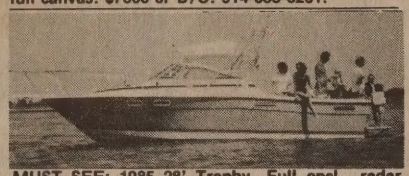

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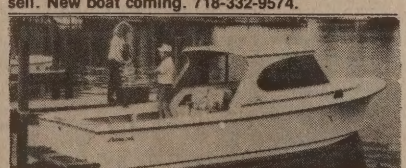

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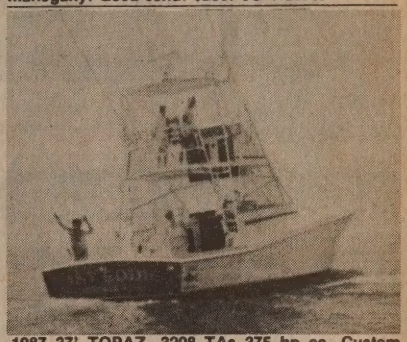
1986 VIKING Sportfisherman 35', twin Turbo Cats, tower. State-of-the-art electronics. Fight chair, Avon life raft. $145,000. Call for details, Eves: 914-769-7107.

1985 TIARA Pursuit 20' Center Console. Live bait & fish wells. Yamaha 150 plus aux. Yamaha motor. 86 gal. gas tank. 1986 EZ Loader trailer. Radio, fishfinder & many extras. Mint cond. $18,500. 516-584-5227.

MAKO 1976 23' I/B 318 Chrys. Trailer, power winch, CB, VHF, Loran. Very clean. All canvas. $8500. 589-3631.

PRE-OWNED BOATS. In addition to the new Grady Whites, Privateers & Cape Dorys, we have a great selection of over 50 Pre-Owned boats from 17'-27' on display. Please call, or stop in, for complete list. PORT OF EGYPT, Southold. 516-765-2445.

CLASSIC BOAT: 1956 15' Trojan Runabout. All mahogany. Good cond. $250. SU 1-8173.



1987 37' TOPAZ, 3208 TAs 375 hp ea. Custom bridge tower. Compl. fish equip. Total electronics. Avon life raft. Too many features to list. Bristol cond. $225,000. Days: 516-422-5100. Eves: 516-581-6933.

BOSTON WHALER 17' Montauk, 70 hp Evinrude, VHF, color video depth, Apelco Loran. Full canvas. Galv. trailer. $7150. 914-337-3839 or 718-317-0835.

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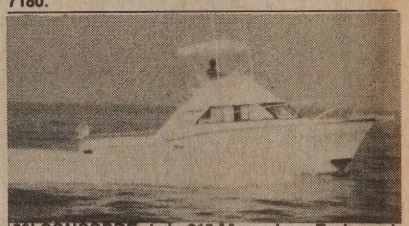
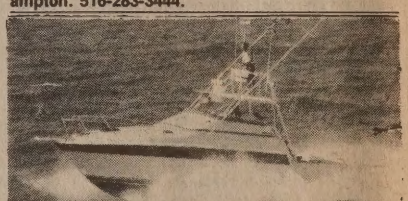


30' CONCORDE, twin 215 Mercruiser. Excl. cond. Full electronic. Call for details. After 3PM: 516-795-3470.

25' SOU'WESTER 1986, center console. Dealer Demo. 260 Mercruiser I/B-orig. $23,900. Will take $16,900. ROWLAND BOATS & MOTORS, Southampton. 516-283-3444.



LUHRS 340—offers more standard features than any other Sportfisherman in her class, incl. the welded aluminum tower, compl. w/console. In stock along w/290 & 342. Also dealers for Sportcraft, Chris Craft, OMC Sea Drive; OMC Stern Drive; Johnson; Mercruiser. SPELLMAN'S MARINE, 1708 North Hwy, Southampton, NY 11968; 516-283-7907.

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Continued On Next Page

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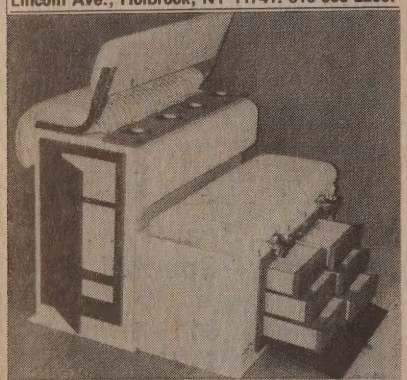

BATTLE STATION—Contains seating for 4, backrest, footrest, stainless rod holders, 2 lure racks, knife & pliers holder. 12 drawers, 2 gimbals. Brochure avail. NAUTICAL DESIGN INC., 128 Division St., Zelienople, Pa 16063; 412-452-8611.

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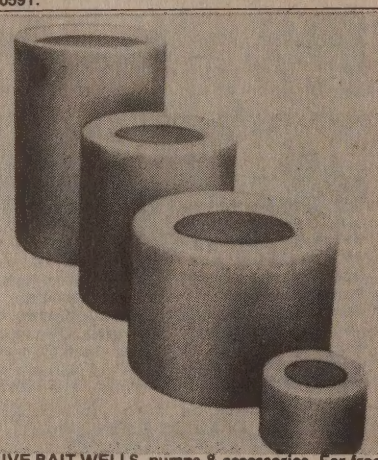

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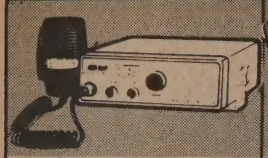

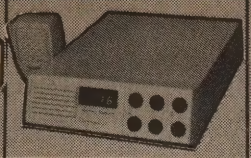

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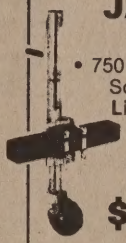

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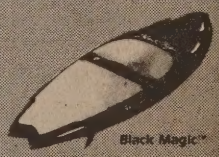

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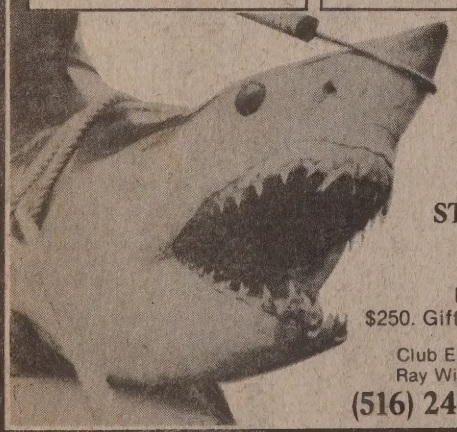
3rd Pl.	$ 750.	3rd Pl.	$ 750.	3rd Pl.	$ 750.	3rd Pl.	$ 750.



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